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The Hongkong Telegraph

(ESTABLISHED 1861)



LET US TELL YOU WHY ON PAGE 5.

DRUGS, DRUGS.

PARKE, DAVIS & CO'S.

PREPARATIONS.

STOCK CARRIED

BY

Andersen, Meyer & Co., Ltd.

69144 五拜禮 號八廿月五英港香 FRIDAY, MAY 28, 1920.

日壹十月四 SINGLE COPY: 10 CTS.
\$35 PER ANNUM.

REUTERS' TELEGRAMS.

A PANACEA FOR IRISH ILLS.

IRISH SECRETARY INTERVIEWED.

London, May 24.
A deputation of responsible men, interested in the settlement of the Irish problem, interviewed the acting Chief Secretary, Mr. Walter Long, in the House of Commons. They expressed their belief in the Government's good intentions, but asked for generous amendments to the Home Rule Bill, whereby fundamental unity might be more clearly asserted. They expressed the opinion that the Parliament should include bicameral Legislatures in both Divisions of Ireland, of which the Upper Houses of each should consist of the Council of Ireland and be invested with wider unreserved powers than at present provided.

They suggested that the amount of the Irish contribution to the Imperial Government be left to the Irish Legislatures, as the Dominions.

They suggested other alterations whereby the status of Ireland would more closely resemble the Dominions. Finally, Great Britain and Ireland should henceforth be designated the United Kingdoms.

Mr. Long, replying, showed that the Government's task was rendered more difficult through lack of criticism owing to assenting Nationalists and the withdrawal of Labourites from the House of Commons.

Referring to the increase in crime in Ireland he said that Englishmen were liable to regard the concessions to Irish opinion as yielding to the forces of outrage. He undertook to submit the deputation's proposals to the Cabinet.

NON-FERROUS MINING.

SOME IMPORTANT RECOMMENDATIONS.

London, May 25.
The report of the committee on the condition and possibilities of non-ferrous mining in the United Kingdom, on which Sir Lionel Phillips served prior to his visit to South Africa in October 1919, recommends the centralisation in one organisation of the departmental duties relating to non-ferrous mining, and urges organisation immediately to undertake geological and statistical work. It also recommends the adoption of the 1914 Commission's proposals relative to the health and safety of workers in mines and the compulsory deposit with the Department of Mines of surface and underground plans of all mines, on the lines of the South African practice. In this connection Sir Lionel Phillips and Major Trevor gave most valuable evidence. It further suggests that the above-mentioned organisation undertake "certain functions which in the Dominions are regarded as falling within the scope of the Government, although never so regarded in the United Kingdom." For instance, advice regarding the development and also improvement of existing methods. A most important recommendation is that the Government should take powers analogous to those in the Dominions to extend financial assistance to mines to enable them to tide over difficulties and to undertake approved exploration and development.

WAR Famine FUND.

BIG IMPERIAL SCHEME.

London, May 25.
H. M. the King has consented to become Patron of the Imperial War Famine Fund. The Committee includes the Premier, Lord Birkenhead, the leaders of political parties, the churches, the services and the British Red Cross. The fund is intended to co-ordinate and concentrate the British effort for the relief of "one of the most terrible tragedies in history." The fund will shortly be launched in every district in London and will be extended rapidly through the provinces and Dominions, that it may become an impressive Imperial movement by British peoples as a whole.

LEAGUE OF NATIONS.

INTERNATIONAL CONFERENCE THIS YEAR.

London, May 25.
It is announced that an International Conference convened by the League of Nations will meet before the end of the year to elaborate measures guaranteeing freedom of communications and transport between individual members of the League, as covenanted. The Conference will establish a permanent organisation of international communications for co-ordination of the efforts of individual countries, which organisation is essential for the re-establishment of commercial exchanges and the economic restoration of the world.

SPA CONFERENCE.

REASONS FOR ITS POSTPONEMENT.

London, May 25.
The Allied Note presented to the German Government, suggesting the postponement of the Spa Conference to June 21, in view of the German elections, emphasises the undesirability of the Conference being distracted and delayed by external pre-occupations if held at an earlier date.

HOME CRICKET RESULTS.

London, May 25.
Northants beat Leicester by seven wickets.
Yorks beat Lancs by 22 runs. In Lancashire's second innings Robinson took nine wickets for 36 runs.
Gloucester beat Somerset by one wicket.

OBITUARY.

London, May 26.
The death is announced of Major General Sir Alexander Bruce Tulloch, K.C.B.
[The deceased, who was 82 years of age, saw service in the Crimea, in India 1857-58, in the China Campaign 1859-60, and in the Boer Campaign 1899-1902. He was at one time general military secretary to the War Office. He was D.C.M., D.S.O., and D.F.C.]

REUTERS' TELEGRAMS.

GERMAN EXCHANGE UP.

A BIG RISE SINCE MAY 1ST.

London, May 25.
A feature of foreign exchange has been the recovery of the German mark, which now stands at 135 for the pound as against 230 at the beginning of May. This is attributed to the expectation that Germany is obtaining an external loan or some re-arrangement affecting the indemnity. There are no indications of improvement in the internal conditions of Germany.
The Berlin Ministry of Transport announces that the delivery of 5,000 locomotives to the Entente in accordance with the Peace Treaty is completed.

THE IRISH VOTE IN AMERICA.

BOTH PARTIES ANGLING.

London, May 25.
The Times' correspondent in New York says that Mr. Colby's letter was merely an election manoeuvre. Both parties are angling for the Irish vote.
[The letter referred to was sent to Mr. Porter, chairman of the House Foreign Committee, saying that nothing connected with the foreign relations of the United States should deter the Committee from any action it felt impelled to take regarding American recognition of the Irish Republic.]

PRINCE OF WALES.

WARM WELCOME IN AUSTRALIA.

London, May 26.
A message from Melbourne reports the arrival of the Prince of Wales. The arrival was delayed by fog, necessitating transhipment from the Renown to the Australian destroyer Anzac. As the Anzac, flying the Royal Standard and escorted by four other destroyers, arrived in harbour the fog lifted and the Prince of Wales was given a great reception by cheering crowds of holidaymakers in the bay.

AMERICA'S ARMY BILL.

PASSED BY SENATE.

Washington, May 26.
The Senate has passed the Army Appropriation Bill, providing \$416,000,000 for military purposes. The Bill now goes to a conference of both Houses.

BRITISH AMBASSADOR TO AMERICA.

Washington, May 25.
Sir Auckland Geddes presents his credentials to President Wilson to-morrow thereby re-establishing, after many months, personal relations of the British representative with White House.

AMERICA AND ARMENIA.

Washington, May 25.
President Wilson's Armenia message has been referred to the Foreign Affairs Committee by both Houses. Republican leaders predict that the message will not be returned to the Senate, whose Committee is stated to be unanimously opposed to acceptance of the mandate.

THE MEXICAN PRESIDENCY.

New York, May 25.
A message from Mexico City says Congress has elected General Huerta as interim President, by 234 votes against 23 for General Gonzales.

FRENCH CONTROL OF CORN.

Paris, April 25.
The Council of Ministers has approved the draft of the Corn Bill. It provides for State purchase of the whole of this year's French crop and also all imported corn. Parliament is empowered to extend the arrangement from year to year.

CANADA'S DEARTH OF TENNIS PLAYERS.

Sydney, May 25.
Canada has withdrawn from the Davis Cup Competition, owing to inability to secure players of the Davis Cup standard.

TO-DAY'S CHINESE TELEGRAMS.

AUSTRIAN TREATY APPROVED.

Peking, May 27.
There was a majority of 203 votes in favour of the passing of Austrian Treaty in the new Parliament on the 26th instant.

JAPANESE MINISTER RECALLED.

Shanghai, May 27.
It is reported that the Japanese Minister in Peking is recalled and that the new Minister will arrive at the beginning of June.

THE FOCHOW INCIDENT.

Shanghai, May 27.
A report from Peking states that the Fochow incident will be settled by apology and compensation being mutually given by both Governments.

AMERICAN HOPES.

Shanghai, May 27.
Young Kwai, the Charge d'Affaires in Washington, has reported that the press and public of the U.S. very much sympathise with the Chinese reply to the Japanese notification, and the hope is expressed that the Government will hold out.

S.S. FAUSANG.

ASHORE IN THE HAINAN STRAITS.

The Indo-China Navigation Company's vessel Fausang, Captain Cornillon, of the French vessel Jade, reported here yesterday morning that he noticed when he was distant four miles that the vessel was stranded on the rocks. Whistles were being sounded loudly, and there was noticed standing by her the s.s. Hok Canton. The s.s. Jade did not go to the rescue of the Fausang as the Hok Canton was near by. The Jade came in here yesterday at daylight, and the incident must have occurred the previous morning.

At 1 o'clock this morning H.M.S. Fame left for the scene to make enquiries and took on board Capt. Wheeler, the Marine Superintendent of the Indo-China Navigation Co., Ltd.

The Fausang was coming from Hongkong with a full cargo of coal, and the Jade was coming from Hoihow.

The s.s. Wing Sang, another Indo-China vessel, is leaving this afternoon for the place where the Fausang is stranded, with a salvage party. There is no further information as to the circumstances of the stranding, but it is stated that the damage is rather serious.

Later.
It transpires, from information gleaned at the offices of Messrs. Jardine, Matheson and Co. that the Fausang stranded near Hoihow. The location of the rocks is six hours' distance from Hongkong. The Company cannot get into communication with the Fausang. Hence the destroyer was sent this morning.

The Wing Sang arrived this morning from Manila, and it is expected that she will be despatched to the scene with a salvage party this evening.
The Fausang's cargo consisted of 2,000 tons of coal for Hongkong.

ATTEMPTED SUICIDE.

DRIVEN TO DESPAIR BY SICKNESS.

When a young Chinese was charged before Mr. N. L. Smith at the Magistracy to-day with attempting to commit suicide by cutting his throat with a chopper, he said that sickness had driven him to despair and he committed the rash act in a moment of insanity.

Inspector C. Aris of the Hongkong Police Station told the Magistrate that on the 1st instant he was called upon to attend the case, and on arriving at the house of the defendant, 21, Kowloon City Road, he found him lying in his bed with his throat cut. In the kitchen there was a pool of blood and he believed that after having cut his throat with a very rusty chopper the man had lain in the pool of blood for some time before making an effort to creep into the bed to die. His condition was reported at the Police Station by some neighbours, and the injured man was taken to the Kwong Wah Hospital where a watch had to be kept on him as it was feared that he might complete the deed he had commenced.

In reply to the Magistrate, defendant stated that as he was now in his right mind he would not think of committing suicide again.
An aunt of the accused who said that she would look after him was accordingly told by the Magistrate that she should set about getting him back into the country. A bond of \$50 was signed by the accused as a guarantee of his good behaviour for the next six months.

While the name of Chow Shun has been put forward by the Anfu Club for the Premiership, it is understood that that gentleman will have none of it, having no desire to become an instrument of that party. In these circumstances it is believed that Marshal Tuan Chi-jui may be induced to emerge from his seclusion at Tuanho and again take command of the army.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, May 19.

The event of the week has been the arrival at Tsienan station when General Chin Yung-hao and two of his bodyguards intimidated the railway officials, foreign and Chinese, with drawn revolvers and compelled the train crew to start the train. Such incidents are not altogether uncommon in China. They illustrate the ignorant braggadoocio of the militarist, who does not realise that he is endangering his own life as well as many others by forcing the engine driver to start a train no matter whether the signals be against him or not. The note sent to the Chinese Government from the British Legation demands that General Chin and his two soldiers who drew revolvers be punished and that in future armed escorts be prohibited on the trains, failing which the British Legation will place a guard of British soldiers on trains on the Peking-Mukden Railway. There is no doubt that a strong protest was warranted in the circumstances, but it is felt in diplomatic circles that the language was unusually harsh.

The students strike is ended. The youths resumed their classes on Monday, after having accomplished nothing and wasted valuable time. If future examinations do their duty there ought to be many students who suffer for the frequent and prolonged absence from studies during the past year. In this connection it is interesting to add that the students arrested on May day for distributing seditious literature were liberated yesterday by the police without having been brought to trial. They pleaded that they did not know that the red flag signified anarchy or revolution.

Another settling day is drawing near, and already we hear the wail regarding the emptiness of the Treasury. It is announced that the small sum of twelve millions are needed to tide over the Dragon Boat Festival. We may be sure that Japan, being a member of the Consortium, will not come to the assistance of the Government as it did at China New Year with an advance of nine million yen, and then we shall see if the Government do not become more amenable to Consortium proposals. If there were supervision of expenditures the useless armies would be disbanded and the army of parasites called advisers would disappear from the pay lists. I was informed to-day that there are about 500 so-called Chinese advisers who do nothing but draw their salaries representing a monthly expenditure of \$100,000 while there are men in the Government departments who have not had any money for eight months.

General Chin Yung-peng has resigned from his dual post of premier and minister of war and has gone to Tangshan to recuperate. I am assured by those who know that the General's health is in a bad way. The strain, mental and physical, has been too much for him and he is suffering a breakdown. His friends declare that he will need a longer rest than the ten days' leave in which to recuperate. This is interesting in view of the fact that the decision of the Cabinet to acknowledge receipt of the Japanese note urging negotiations concerning the retrocession of Kiaochow and to state that there is no need for negotiations represents a triumph for General Chin who advocated such a course in opposition to the Anfu Club which wished to leave a loophole for future negotiations. Consequently the hope has been expressed that he would return to duty at the end of the ten days.

While the name of Chow Shun has been put forward by the Anfu Club for the Premiership, it is understood that that gentleman will have none of it, having no desire to become an instrument of that party. In these circumstances it is believed that Marshal Tuan Chi-jui may be induced to emerge from his seclusion at Tuanho and again take command of the army.

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man in the country at the moment, but his pro-Japanese sympathies will doubtless make him unpopular with certain sections.

The British Minister has come out strongly in the matter of the incident at Tsienan station when General Chin Yung-hao and two of his bodyguards intimidated the railway officials, foreign and Chinese, with drawn revolvers and compelled the train crew to start the train. Such incidents are not altogether uncommon in China. They illustrate the ignorant braggadoocio of the militarist, who does not realise that he is endangering his own life as well as many others by forcing the engine driver to start a train no matter whether the signals be against him or not. The note sent to the Chinese Government from the British Legation demands that General Chin and his two soldiers who drew revolvers be punished and that in future armed escorts be prohibited on the trains, failing which the British Legation will place a guard of British soldiers on trains on the Peking-Mukden Railway. There is no doubt that a strong protest was warranted in the circumstances, but it is felt in diplomatic circles that the language was unusually harsh.

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TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2 1/4 d.

THE WEATHER.

Forecast:—Rain. Barometer:—29.67. Temperature 2 p.m.:—75. Humidity 2 p.m.:—96.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

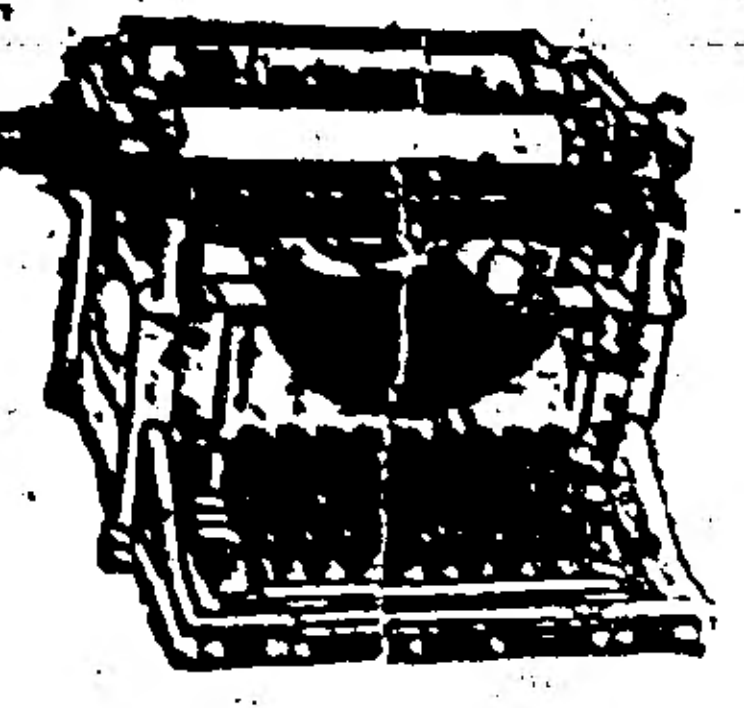
TO-MORROW.

Peak Tramways Co.—Shareholders' meeting—11.30 a.m.
Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

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MAKING THE ROADS SAFE AT
NIGHT.RECKLESS MOTORIN AND
DAZZLING LIGHT.

The first and second interim re-
ports of the Departmental Com-
mittee on lights on vehicles were
issued recently. Briefly stated
the opinions of the Committee
are:—

That the requirements of the
present Lights (Vehicles) Orders
are in the main essential for the
safety of road-traffic, but may be
relaxed or require to be supple-
mented in certain particulars.

That great inconvenience and
frequently danger arise from the
use of headlights throwing an
unnecessary intense and wide
beam, and that it is most desir-
able that means should be found
to remove legitimate grounds for
complaint in this respect, while
allowing ample light for safe
driving under modern traffic con-
ditions.

At the same time we wish to
emphasise the point that the
safety of traffic will not be in-
creased by the measures we re-
commend, unless it is fully
recognised that motor cars must
be driven at night at moderate
speeds and with proper consid-
eration for the safety of other
road users. The safety of
pedestrians, for example, will be
imperilled if the requirements
that a light or lights showing
red to the rear are to be carried
on vehicles result in motorcars
being driven at excessive speeds
or drivers relaxing their vigilance
at night in looking out for and
avoiding pedestrians, vehicles
which are unlighted owing to
accident or negligence, and
other objects on the road the
presence of which is not indicat-
ed by any warning light.

REAR LAMPS AND LIGHTING
TIME.

We recommend that legisla-
tion should be prepared and
introduced at the earliest oppor-
tunity on the following lines:—

(a) Lighting-up time for all
vehicles to be fixed at half-an-
hour after sunset till half-an-
hour before sunrise during the
winter months, viz., from the
autumn equinox to the spring
equinox, but during the remain-
der of the year to be from one
hour after sunset till one hour
before sunrise, instead of from
half-an-hour after sunset till
half-an-hour before sunrise as
under the present orders.

(b) Subject to the powers
mentioned in (c) a front light or
lights and a red rear light to be
carried on vehicles as under
the present orders.

(c) The Minister of Transport
to have power by order (1) to
grant exemption in special cases,
viz., for remote districts such as
the islands of Scotland, where
the traffic is relatively negligible,
or for particular classes of
vehicles, viz., vehicles carrying
inflammable loads, where the
light might seriously increase
the risk of fire; (2) to grant ex-
emption under suitable conditions
from the requirement to carry a
separate red rear light in the
case of any class of two-wheeled
horse drawn vehicles which is
adequately lighted by two lamps
each displaying a red light to the
rear and a white light to the
front; (3) to define the positions
in which lamps must be carried
in the direction in which lights (in-
cluding red rear lights) must be
displayed on motor-cars and
other vehicles and to prescribe
their capacity; (4) to make sup-
plementary provisions with regard
to the lighting of vehicles carry-
ing overhanging or projecting loads
and vehicles drawing trailers.

LAMP DRAWING.

"We have no intention of
relieving any vehicle from the
obligation to show a red light to
the rear, but we recognise that
in practice certain vehicles can
give an adequate indication of
their presence on the road by
means of such front lamps. We
consider it important that such
orders should provide that the
rear lamp shall be placed at the
extreme rear end of any project-
ing load.

"It is desirable to avoid," adds
the Committee, "so far as
possible the duplication of lamps
to be carried on bicycles, and we
are of opinion that should it be
found practicable to devise a
single lamp showing a white
light to the front and a red light
to the rear which can be fixed in
a position on the bicycle as to
ensure the free and unobstructed
view of both lights, such a
lamp would meet all require-
ments. Finally, we strongly
recommend that pending per-
manent legislation, the require-
ments of the present orders
should be retained, the emergency
statutory powers being continued
if necessary for that purpose."

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EARLIER TELEGRAMS.

SIR JOHN JORDAN ON THE CHINESE.

London, May 23.
Interviewed by the "Evening Standard" Sir John Jordan declared
that the inscrutability of the Chinaman was a myth. The Chinaman
was as sociable, good-tempered and generous as the rest of mankind,
a hard worker, intelligent, honorable, with a great capacity for
friendship, and very fair. He makes lots of allowances for British
exclusiveness. Sir John Jordan dwelt on the modernisation of China,
especially the development of sport and the freedom now enjoyed by
women, which was part of a very enlightened policy. The Chinese
women were now endeavouring to expedite progress in every way.
They were deeply interested in politics and he did not doubt they
would play a part eventually in the pronounced public opinion that
is now developing in China. Fortunately China did not require a
government very much. The people governed themselves. They were
thoroughly democratic, very industrious and above all tolerant.

THE ARMENIAN MANDATE.

Washington, May 25.
Mr. Bryan took issue with President Wilson on Armenia and
contends the United States could do more for democracy by recognising
the Armenian republic and entering the League of Nations as a friend
of all little countries.

A Washington telegram says there is no prospect of Congress
accepting the mandate for Armenia. The President's proposal was
received in silence by the legislators. The general view indicated is
decidedly unfavourable, although the American Armenian Committee
still hopes Congress will sanction the mandate. Senators interviewed
say it would be wicked to commit Americans to such a colossal under-
taking without first taking a vote.

AMERICA AND THE IRISH.

New York, May 26.
Commenting on the American politicians angling for the Irish
vote and the efforts of Irish Americans to induce the Government
to interfere in British affairs, the "New York Times" says the Irish
question in the United States is scandalous. It has been made the
sport of intriguing politicians, who do not care a straw for Ireland.
In the Presidential year there is an ignoble competition to see who
can go the furthest in affronting England and trampling the good
understanding which was one of the most hopeful results of the war.
It will be the duty of the President to disregard any resolution to
recognise the Irish Republic; but it is a pity no one can prevent such
foolish resolutions being introduced.

AMERICA'S INFLATED CONDITION.

Washington, May 25.
Governor Harding, of the Federal Reserve Board, replying to the
Senate inquiry as regards the means whereby currency and credits
may be deflated and prices reduced, recommends individual economy,
reduction of non-essential Bank loans, increased production and
improved transportation. Governor Harding says the bankers' familiar
with local needs must define the "essential loan."

AMERICAN SUGAR PROFITEERS.

Boston, May 25.
The Federal suit brought against a number of sugar refiners
alleges profiteering to the extent of a million dollars. Defendants
include several American refiners, and the managers of the latter
have been arrested. The prosecution states defendants withheld
sugar from the market in order to enhance prices.

SALMON FISHERIES.

Washington, May 25.
The treaty between Canada and the United States covering the
sock-eye salmon fisheries has been signed.

PRISONER RELEASED.

Washington, May 25.
Villa has released the British citizen Miller, whom he was holding
for \$50,000 ransom.

INDICTMENT WITHDRAWN.

New York, May 26.
The indictment against Mr. Morse for alleged illegal sale of
American ships in 1917 has been withdrawn.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

IMPORTANT SHIPPING ACTION.

Singapore, May 27.
With reference to the case of the Eastern Shipping Company
versus the Attorney General, in the Supreme Court, the Chief
Justice agreed to a further adjournment. His Lordship said he
understood judgment had been delivered in the House of Lords in a
similar case but it had not yet arrived out here. The case is one in
which compensation is claimed for the requisition of certain ships
during the war.

With reference to head lamps on
motor vehicles, whilst we are still
pursuing our investigations with
regard to this question and are
not yet in a position to make any
definite recommendations thereon,
we think it may be of interest
to state that the evidence we
have heard, and the results of
tests that have been carried out,
strongly point to the following
conclusions:—(a) No satisfactory
dimming device to avoid dazzle
is yet available, because such
devices as are effective in this
respect unfortunately fail to give
a safe driving light, besides
wasting a large percentage of
light; (b) some of the headlights
now in use are unnecessarily
powerful; (c) pending the solution
of the dazzle problem the candle-
power of the bulbs or burners,
and the size of apertures might
be limited as set out in the
appendix hereto.

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ADDRESS.

Glorious weather at Rotorna
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welcome the Prince of Wales a
thoroughly enjoyable and memor-
able spectacle.

Five thousand Maoris partic-
ipated, and there were ten
thousand spectators in the race-
course enclosure.

The Prince, his Staff, and the
New Zealand Ministers and Miss
Massey arrived on the course at
9.30, and were received by Sir
William Herries and Dr. Pomare,
and met with a great ovation
from the picturesque gathering.
Sir William Herries read the ad-
dress of welcome from the Maori
race as follows:—

"Ye who lie in the dark cham-
ber of death come forth and
hearken! Ye who sleep the long
last sleep arise, stand forth, and
give welcome. For Lo, first born
of the line draw near—the eldest
of him whose face ye saw, on
this twice honoured ground.

"Son of our Lord, welcome:
Majesty, return once more
following the way your father
trod last among the peoples
that acclaim his name. We give
place to him, service and joy
as he thus, we greet you.

Welcome to these farthest
isles of the Southern seas.
Welcome to Aotearoa (New
Zealand), welcome to Wait-
pounamu, our hearts are full of
gladness. Come in the glory of
victory. Once more the bonds
that knit the Empire in one
alliance have held true. Your
father came to us after the war
that added the bright jewel of
the diamond of Africa to the Im-
perial Crown. You come a
soldier Prince, embodiment of
greater victory won over the
forces of oppression and
lawlessness.

"The world has been saved for
freedom in which peoples, great
and small, may grow side by side
without fear. You bring with you
memories of our beloved dead.
They live again who strove with
you on the fields of war in many
lands beyond the seas. Your
presence there endeared you to
the hearts of our warriors, your
brief sojourn here will soften the
sorrows of those whose dear ones
have followed the setting sun.

"Royal son of an illustrious
line, King that is to be, we are
proud that you should carry on
the traditions of your race and
house, for it is meet that those
who sit on high should turn an
equal face to the humble as to the
mighty. Walk, therefore, among
your peoples, sure of their hearts
fostering therein the love they
bore to Queen Victoria, and those
who came after her.

"Welcome and farewell! Re-
turn in peace without misgiving,
bearing to His Majesty the King
and to Her Majesty the Queen
the renewal of the oath we swore
to them on this ground a genera-
tion ago—an oath dictated in the
Treaty of Waitangi, thrice hal-
lowed by time and manifold
trials.

"The Maori people will be true
till death. And so farewell!"

The Prince, in reply, expressed
his gladness that in following the
King he had come to see them in
their own beautiful land, and his
pride that they should greet him
with loyal hearts in the ancient
Maori form.

The Mighty war had shaken
the world since the King had
come to this place, but the
Maori people had been true to
their oath which they swore upon
the day when he stood there.

Continuing the Prince said:—
"Your warriors went forth to
fight and conquer his enemies in
many distant lands. I saw and
spoke with them often on the
hard fields of France. They
fought and endured most gal-
lantly as Maori warriors ever do.
Many gave up their lives for the
sake of us who remain. Their
bravery and their sacrifice were
seen by the King who bade me
praise the Maori people for their
faithfulness and valour even unto
death.

Chief and people it is Queen
Victoria's great grandson who
speaks to you to-day under her
first Government to which your
fathers swore fealty at Wait-
angi eighty years ago. The
Maori people, secure in their
hands, found true contentment
and peace under her wise guid-
ance. Maori and Pakeha grew
ever closer together in under-
standing and goodwill, and the
welfare and happiness, to which
Queen Victoria first led you, have
been assured to you in like mea-
sure by King Edward. I rejoice
to hear that your children make
good progress in the schools which
the King's Government provides
for you, for thus only
can the youth of Aotearoa—Maori
and Pakeha alike—grow up
worthy of this free land and of
the mighty Empire to which they
belong.

"For my part I will ever keep
before me the pattern of Victoria,
the Great Queen whose heart was
with the Maori people from the
day on which they swore allegi-
ance to her rule.
"Chief and people, I greet you
from my heart, and so farewell."

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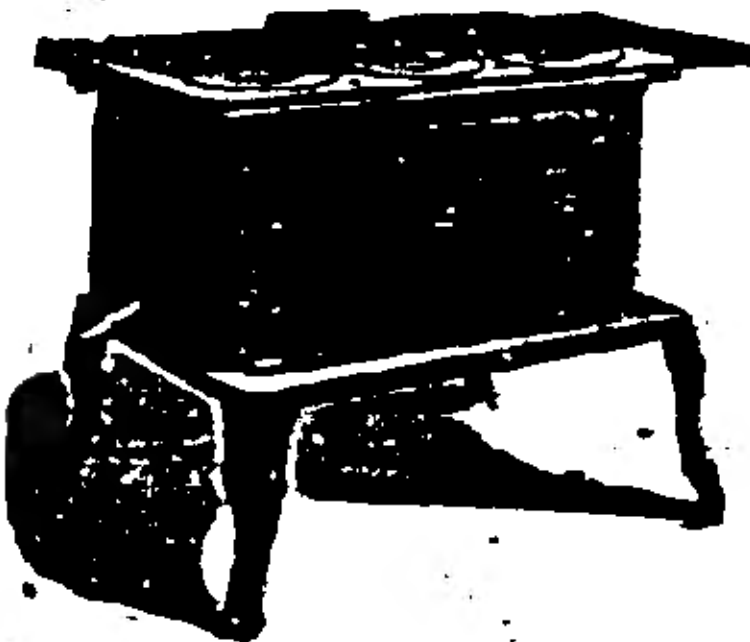
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THE REAL KITCHENER.

AGAINST ADVANCE TO
MONS.

Contemporary rumour and gossip, aided by his own curious aloofness, made of the late Lord Kitchener a man of mystery and romance. His long absence from England—for he spent the greater part of his life in Palestine, Egypt, South Africa, and India—contributed to this, and so there grew up in the public mind a legendary figure, cold and silent, who was always stiffly and sternly "on parade."

Without shattering an ideal and an idol, Sir George Arthur shows us a very different figure in the official life just published. For we sit with the man of iron in his tent on desert or veldt, and in his room at the War Office, and we find him a man of flesh and feeling, who had his dark hours and his moments of anxiety, his little sentiments and his big friendships.

Three volumes may seem to set the reader a formidable task. But this reviewer, having read every word, would not have one the less.

CLEANLINESS OF MIND.

To the picture of the real as opposed to the legendary Kitchener, Lord Salisbury contributes some good strokes in an admirable preface. After writing of this stern soldier "who shed tears upon the spot where Gordon had fallen, the man who would upon some excuse of pretended business spend hours in order to do an old friend a kindness, the man was surrounded by a Staff who worshipped him," he touches on his simplicity, his deep sentiment, and his natural patriotism, and continues:

"But the moral fineness of Lord Kitchener's character showed itself on another side in a noteworthy cleanliness of mind. None will forget the words in his address in 1914 to the troops, urging them to treat all women with perfect courtesy. This was a matter of no surprise to those who knew his attitude towards women: a chivalry of mind belonging to a bygone age, which placed them on a pedestal." "I recall at a play in London his resentment at some note of coarse disrespect where he considered there should only be reverence."

AN EMBASSY INCIDENT.

One notes that in 1874, at the height of the persecution of Rumanians, Kitchener joined the English Church Union, the extreme High Church body, and in 1878, after his first visit to Palestine, was enrolled in the Army Guild of the Holy Standa d, of which he remained a member to the end of his life.

And so, with a big jump, to the recent war, when he was stopped at Dover, on his way back to Egypt, and called to the War Office. The German menace had long been present in his mind.

An insignificant entry in a pocket diary records Kitchener's engagement to luncheon at the German Embassy on July 21. From some rather sad words dropped by the Ambassador, Kitchener then and there was persuaded of the imminence of European war.

He advised that friends who were in Germany should return immediately. "You can use my name when you telegraph." This seasonal hint served to bring home many English travellers who would otherwise have been forcibly detained.

During Kitchener's first morning in Whitehall—

His private secretary handed him a pen with which to give his signature for the official stamp. The pen, declined to function.

"Dear me," murmured Kitchener. "What a War Office! Not a scrap of army and not a pen that will write!"

PRINTED ROT.

His impatience with War Office methods was of no recent growth. In a private letter during the South African war he wrote:

All our water bottles are so small as to be useless. It was exactly the same in the Sudan, when I had to fit out the whole of the British troops with water bottles which they had to pay for. I am afraid I rather disgust the old red-tape heads of departments. They are very polite, and present one with a volume of their printed regulations, generally dated about 1870, and intended for Aldershot manoeuvres, and are quite hurt when I do not agree to follow their printed rot. Petty jealousies and refusals to give what we want are the order of the day. Roberts applies for a

list of officers from Egypt carefully selected by me. Chamberlain agrees, but W. O. refuses. The same with guns. We will do our best to pull through, but evidently without help from the W. O.

MONS.

We learn now that when the Expeditionary Force first went across, Kitchener was all for a concentration at Amiens, the original plan, and against the advance to Mons, foreseeing the overwhelming rush of German troops and our enforced retreat. A conference took place in his room on August 12.

He listened carefully to the views expounded by the French and British Staffs, and then replied that he had understood and accepted that the concentration of troops was to be at Amiens.

He protested strongly against a concentration so far forward as Maubeuge. Nothing he urged, could be worse for the moral of our troops than that the result of their first meeting for over 50 years with a European enemy should be a compulsory retirement, which he regarded as the too likely sequel to detaining so far forward.

But he was over-ruled. We went to Mons, and on that fair Sunday morning we exchanged our first shots with Germany on the banks of the canal, and thereafter fell back over ground, that has become a part of our sentiment and history. French was writing and wiring his news and plans to Kitchener. At last, on August 30, he is writing from Compiègne:

I cannot say that I am happy in the outlook.... My confidence in the ability of the leaders of the French Army to carry this campaign to a successful conclusion is fast waning, and this is my real reason for the decision I have taken to move the British Forces so far back.

I feel most strongly the absolute necessity for retaining in my hands complete independence of action, and power to retire on my base when circumstances render necessary.

A CALL AT 1.30 A.M.

This meant falling out of line with the French, and of any lesser man than Kitchener one would say that this letter "put the wind well up him." He regarded Lord French's proposals as calamitous.

For him... the Expeditionary Force was the point of the spear he was fashioning. He knew that he could make of the British Empire a great military power, but he must have time on his side, and meantime we must keep tight hold of the hand of our Allies.

A hurried Cabinet meeting, a wire to French, his reply received at one in the morning of September 1, and half an hour later Sir Edward Grey was startled from sleep by Kitchener walking into his bedroom and telling him that, after consulting Mr. Asquith, he had ordered a destroyer to be ready in three hours to take him to Havre. Thence he hurried hot-foot to the British Embassy in Paris, where he met Lord French, and arranged with him that the British troops should remain in the line, conforming with the movements of the French army, while acting with caution to protect their flanks.

Thus happily ended an episode which Kitchener always looked back upon as one of the most pregnant of the war. In the succeeding 22 months he had many talks to many places with Sir John, but no conversation was more fraught with anxiety, or more fruitful in success, than the rapid exchange of views in Paris in the seemingly darkest hour when official Paris was being taken itself to Bordeaux.

GALLIOLI.

Other anxious moments were over the Gallipoli venture, and specially the withdrawal. To see matters on the peninsula for himself he made a hurried journey to the Eastern Mediterranean.

It was confessedly with a heavy heart that Kitchener left London. He was highly sensitive as to British prestige in the East, and deeply disturbed as to the probable cost of life which retirement would entail.

The gallantry of the Gallipoli fighters had won Kitchener's almost startled admiration, and he felt in his very soul his responsibility for these brave men. "I gave my room at night," he told the Prime Minister, and see the boats fired at and capsizing, and the drowning men."

He went, he saw, and he agreed to the withdrawal. On his way back he called on Chamberlain, then King of Greece, and stayed in the German folk,

WOMEN AS LAWYERS.

A WARM WELCOME.

Major J. W. Hills gave a dinner at the House of Commons recently to celebrate the passing of the Sex Disqualification (Removal) Act. In proposing the health of the Lord Chancellor Major Hills said that the Law Society, once it gave way, yielded handsomely and granted not only free entrance to women, but equality of pay. They hoped that a large number of university women would adopt the law as a profession.

Lord Birkenhead, in reply justified the part he had taken with regard to women's demand for the franchise in the past, but said that the question of the admission of women to the legal profession stood on an entirely different basis, and eight years ago he said in the House of Commons that he was in favour of women being admitted to the legal profession. He did not know what degree of success women would meet with at the Bar. He hoped that it would be very great, for he no longer practised himself. (Laughter.) He had been spending a considerable part of the last six months in attempting to persuade his own daughter to go to the Bar, but she resolutely refused at present, pleading that there was a swifter and easier success in life in the role of a "movie artiste." (Laughter.) But she was still young. (Laughter.)

It was a most anxious and uncertain profession and those to whom success came in a degree by their own merit, in a degree by good fortune, and in a degree by chance, were always acutely conscious of the many stages in which their own career might easily have completely failed. He had no doubt that there were functions which could be discharged profitably to themselves and profitably to the community by women, and if they were successful in producing the highest intellectual triumphs he had no hesitation in saying that women would receive adequate reward. (Cheers.)

Mrs. Thompson, proposing the toast of "The Bar," said that there were at present only about 20 women who hoped soon to become members of the profession.

The Lord Chief Justice said that, speaking for the Bench and the profession, he was delighted that the women had joined them. He was afraid that by the time one of them became a Judge he would be too old to welcome her, but he would do his best to remain Lord Chief Justice in order to do so. There never had been any reason why women should not be good Judges or advocates, and the fact that women made good magistrates was beyond question.

for a little straight talk on the Salonic position.

The conversation between the straightforward, far-seeing Minister and the intriguing, timeserving Monarch lasted an hour and a half, and culminated in the querulous interrogatory, "What am I to do when Germany threatens me with a million men?" "Remember the four millions England will have in the field next year," was the quick retort.

Much more of interest one would like to quote. But the work was carried through, sometimes in anxiety and depression, but always with faith in the British cause and the British people, so that "the last division of the Kitchener Armies to go overseas took ship the very day on which he himself set out on the journey from which there was to be no coming back."

DEATH BEFORE CAPTURE.

He was happy in his death to this extent that in war he had always hoped for death rather than capture. Discussing some of his narrow escapes of capture in South Africa, Sir George Arthur says that he always held that death on the field of battle could never be matter for lament, but that capture spelled triumph for the captor and some indignity for the captured. And then he adds this new story of the Prince of Wales:

"What does it matter if I am shot? I have four brothers," was the protest of the boy Prince of Wales when pleading to be allowed to accompany his regiment to France in 1914.

"If I were certain you would be shot, I do not know if I should be right to restrain you," was Kitchener's reply. "What I cannot allow is the chance—which exists till we have settled line of the enemy securing you as a prisoner."

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PROHIBITION.

NEW SOUTH WALES AGAINST IT.

"We believe that the people of this State are opposed to the prohibition policy, but, at the same time, are strongly in favour of greater control and a strong policy of liquor reform."

This is a passage from Mr. J. Lane Mullins' annual report of the committee at a meeting in Sydney of the members of the Citizens' Rights and Liquor Reform Association.

Continuing the report stated: "association now numbers 1600 subscribing members. When we learn that the N.S.W. Alliance after 37 years, has only succeeded in securing a membership roll of less than 5000, and that the W.C.T.U., after 37 years, has but 1500 members, the success of the Citizens' Rights and Liquor Reform Association can be appreciated."

"From the beginning, the executive committee looked to the experience of Great Britain under the Liquor Control Board, and decided that, in view of the remarkable decrease of drunkenness in England and Wales, by as much as 75 per cent. in a period of three years, it would be well to shape the policy of the association upon the proved methods of control tried in Britain."

"It is hoped that the least desirable and the unnecessary hotels will shortly be closed. In this connection it should be pointed out that unscrupulous licensees who have broken the law or who are not conducting their houses in a creditable manner, will be the first to lose their licenses."

"The Licenses Reduction Board is the first step accomplished in our programme of progressive reform, and its establishment has justified the formation of the association. The next objective is the reduction of the alcoholic strength of all liquors."

"The good results that have accrued from such reduction in Great Britain is sufficient to warrant this association in pressing for the introduction of such a measure of reform in New South Wales."

"The reduction of the number of hours of trading and the increased price of spirits has no doubt contributed to this improvement."

"The committee has deliberated upon the hours of trading for hotels, and again favour the principles of the British Liquor Control Board, which arranged for trading hours to be synchronised more with the meal hours. This means that hotels would not be opened as at present in the early hours of the day. Finality of decision could not be reached without reference to a general meeting of the members."

"Already there are many signs of a great wave of revulsion throughout America against the enforcement of the Act."

"From information received by this association from American visitors and from unbiased residents of U.S.A., it would seem as if tremendous difficulties will be experienced in the enforcement of the Act. There is a grave danger of the evils of alcoholism being driven under the surface, where it will be much more difficult to deal with than under an open policy of licence and control. There are indications that every man is becoming his own distiller and brewer. The disastrous effects of this can be imagined."

"The records of the prohibition party in America plainly show, as set forth in one of the special pamphlets issued by this association, that State prohibition in America, after being in vogue for more than half a century, has miserably failed to reduce the consumption of liquor. It is admitted by the prohibitionists that with 60 per cent. of U.S.A. living in prohibition territory and 87 per cent. of the area of the States under prohibition, the official figures showed that the consumption of alcoholic liquors per head of the population was 56 per cent. greater than in Australia. This

ANARCHY IN ICHANG.

DISGRACEFUL OUTRAGE ON MISSIONARIES.

On Thursday, May 13, the str. Meitan reached Ichang from Chungking about 3.30 p.m., having on board as passengers Mr. and Mrs. Leonard of the Canadian Methodist Mission, with their five children. After taking supper at the China Inland Mission, Mr. Leonard returned to the str. Meitan to fetch his steamer trunks, being accompanied by Messrs. Olesen and Squire of the C. I. M.

Arriving back at the Mission landing stage, the two C. I. M. men went up to the house for a lantern, leaving Mr. Leonard on the boat in charge of the eight steamer trunks. No sooner had Mr. Olesen returned with the lantern and the coolies had lifted two steamer trunks on to the shore, when several soldiers appeared and demanded that the boxes should be opened for inspection. The two missionaries protested that they had nothing contraband, but as the soldiers were persistent they were told the keys would be fetched from the house.

TRUNKS LOOTED.

The soldiers then held a short consultation, and some of them disappeared, soon reappearing with reinforcements armed with clubs, with which they at once began to batter open the trunks. Mr. Olesen attempted to make his way to the Mission house, but was roughly seized and struck in the back, one man drawing a knife and threatening to stab him if he offered any resistance, while another brandished a club over him and dared him to move. As the lids of the trunks gave way, the soldiers excitedly gathered round, and Mr. Olesen took the chance and slipped into the darkness, and reaching the Mission house, gave the alarm. He with Mr. Squire intended setting off at once to the Consulate, but on reaching the front gate found a cordon of soldiers drawn up barring their exit. These soon retired, however, and the two missionaries went to the Consulate. The Consul promptly went off to the military camp and after a little delay received a guard of about a dozen soldiers, and all proceeded to the C. I. M. landing stage.

Meanwhile the soldiers had ramped, carrying off two large trunks with them. Seeing the condition of things, as soon as the looting began, Mr. Leonard got his boat with the remaining six trunks on board, pushed out into the river and took them back to the str. Meitan. Next morning one of the trunks was found a short distance away, smashed beyond repair and completely empty, and near it were two soldiers' caps and an identification tag of a soldier named Chang Pei-hsiu of the 13th brigade.

A REIGN OF TERROR.

A reign of terror now exists in Ichang and the soldiers seem to have it all their own way. Bands of them roam about the fore-shore every evening robbing people whose business take them in that direction, so that it is dangerous to go to and from the steamers after dark. One man landing from the str. Kweilee the other evening was robbed of \$3 and when protesting was killed outright.

Other gangs frequent the quieter streets, holding a knife at the neck of any helpless being that comes their way, threatening to kill if any sound is made, and stripping them of all they possess.

Now that they can hold up peaceable foreigners and loot their goods at their own doorway, one wonders where things will stop.—N. C. Daily News.

should make one pause before giving credence to the garbled stories of what is now happening under the system of national prohibition."

"It is very unlikely that the people of this State will be prepared to blindly follow America in embarking upon a similar experiment."

CHAMBERS OF COMMERCE.

THE TAXATION OF PROFITS.

The annual meeting of the Association of Chambers of Commerce, which now represents 118 chambers, was held recently at the Connaught Rooms, Great Queen-street, W.C. Mr. E. Manville, president, in the chair.

In his speech, the Chairman said:—The Excess Profits duty had proved a deterrent to maximum production, and led to inefficiency in administration and a decrease in incentive. The rate of this duty was, since the last meeting, reduced from 80 per cent. to 40 per cent., and they had hoped that Mr. Chamberlain, in his new Budget, would entirely remove this objectionable form of tax, and if absolutely necessary for the revenue of the country substitute some less objectionable impost. He believed that in the view of a large majority of the commercial men of this country a direct tax on profits would be favoured, the basis of which should be of such a nature as not unbearably to tax commerce. Of the various obvious methods of instituting such a tax, two stood out pre-eminently—the first, a flat-rate tax, and the second, a graduated tax. There would, no doubt, be considerable diversity of opinion as to which of the two would prove the less harmful; probably a flat-rate tax was, for many reasons, to be preferred.

It was, therefore, with feelings akin to consternation that the commercial community learnt from the Budget speech that not only was a flat-rate tax to be imposed on the profits of limited liability companies, but that so far from the Excess Profits Duty being entirely removed, it was to be increased from 40 per cent. to 60 per cent., subject only to the possibility of its reduction again to 40 per cent. if a method should be found during the year of imposing a tax on increases of wealth during the war. They were thus faced with a position of having two taxes to pay on profits in place of one, and the aggregate amount of these two taxes might in some cases exceed the 80 per cent. Excess Profits Duty, which was the highest level which that tax attained during the war. An unexampled handicap would thus be imposed on the progress of industry. It really seemed as if the Government were designedly placing difficulties across the path of commercial progress and providing the proverbial straw which may break the camel's back.

Referring to the proposed tax on war health, the President declared that such a tax would inflict the greatest blow to the financing of industry which had ever been experienced.

Mr. Edwin F. Stockton (President of the Manchester Chamber of Commerce) moved: That this association considers that the proposal to levy a tax on increases of wealth during the war is unsound in principle and would be impracticable in operation. The proposal is disturbing the confidence of traders throughout the country and checking the expansion of British trade. The association recognizes the need for a reduction in the National Debt, but this should be provided for gradually by taxation of current profits and current income, and not by confiscation of capital, which is so necessary for the maintenance and development of industry.

He said that the danger of attempting to extract capital from industry, when it was so badly needed to finance the high values was one of the greatest menaces to the development of our commerce. The more discussion of the proposals had already caused a serious lack of confidence and acute feeling of insecurity (Cheers.) We could not afford to run the risk of doing irreparable damage to trade, such as would result if any attempt were made to bleed the trading community of any of the capital which was so essential to enable traders to finance business under the changed conditions. Any levy on capital would instantly

lead to the curtailment of the great assistance traders could obtain and had obtained from bankers. No banker would advance money to pay a tax on so-called war wealth which might be largely of a paper value. The proposals to levy a tax on capital were detrimental to the basic principles of sound finance. The whole principle of confiscating capital was wrong, and could not be tolerated by the commercial community. (Cheers.) If certain greedy speculators had amassed large fortunes as a direct result of the war, they would all like to secure for the Government any such easily-gained wealth, but not by causing injustice and damage to the genuine trader. The very date suggested as the concluding one, namely, June, 1919, would in itself free from the tax the large profits which had recently been made by the numerous sales of cotton mills and other sales of a similar nature whose great appreciation of values were almost wholly due to the abnormal conditions brought about by the war.

Mr. G. W. Currie (Edinburgh) moved an amendment the effect of which was to suspend judgment on the schemes of further taxation on war time profits, pending the report of the Select Committee, and to urge on the Chancellor of the Exchequer the desirability of an early and final decision as to the further legislative treatment of such profits being agreed at in view of the prejudice which continued uncertainty as to the public policy to be adopted was calculated to have on trading operations and financial interests. The reading of the amendment was interrupted with shouts of "No, no." Mr. Currie said his principal reason for asking for delay was that, after all, the heavy commercial interests they represented were known in very many cases to have made large profits out of the war, and they were not regarded altogether as impartial judges on the matter. He was expressing his own private opinions, and not speaking for his Chamber.

The amendment was negatived by a large majority. A further amendment, moved by Mr. J. Stephen (Hull), recommended that the Government should amend the reference to the Select Committee so that it might embrace a special graduated levy on the general wealth of the nation on the lines of the death duties, and also the question of a special loan at a small rate of interest to relieve the financial situation.

The amendment was lost by a large majority, only four voting in favour of it.

The resolution was then declared carried unanimously. A resolution submitted by the Liverpool Chamber was unanimously carried requesting the Government to make urgent representations to the Portuguese Government as to the necessity of rescinding forthwith the decree fixing an arbitrary, impracticable, and artificial rate of exchange, and so permit free dealings in exchange.

INVENTOR AT EIGHTY.

A gentleman of 82 has invented and patented a clever device for simplifying cooking and saving gas. It consists of a set of four corrugated rings of various sizes corresponding with the saucepan and basins in ordinary household use. The inventor, Mr. W. Meadows, who lives at Ealing, showed a *Do-it-Yourself* representative how he uses his device, which he has named the "Over the Top." One ring is placed on top of a pan full of water, and on the ring is stood the saucepan containing the food to be cooked. More than one ring can be used, with a basin or small pan on each, thus enabling three or four dishes to be steamed over one gas jet. Mr. Meadows perfected his invention during the war, and sent it to the Ministry of Food, and the technical director of the Ministry, Mr. H. J. Bradley, thought so highly of it, that he arranged an exhibition of the invention, at which Mr. Meadows lectured.

CONSIGNEES.

CHINA MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

The Steamship

"NANKING"

Having arrived from the above mentioned ports, consignees of cargo by her are hereby notified and requested to send in their B/Lading duly endorsed for countersignature and take delivery of their cargo from ship's side and/or from the Hongkong & Kowloon Wharf & Godown Co's hazardous and/or extra hazardous Godowns into which all cargo is being landed and stored at consignee's risk.

All broken, chafed and damaged packages are to be landed in the Hongkong & Kowloon Wharf & Godown Co's Godowns where they will be examined on June 3rd 1920 at 10 a.m.

Cargo undelivered on and after Thursday, June 3rd, 1920, at 5 p.m. will be subject to rent.

No claims will be admitted after the goods have left the ship's side and/or Godown. All Claims should be presented within three weeks of the ship's arrival, otherwise they will not be recognised.

No fire insurance whatever will be effected.

O. H. RITTER,

Agent.

Prince's Building, Ground Floor, Hongkong, 28th May, 1920.

CENSUS OF 1921.

NEW QUESTIONS UNDER CONSIDERATION.

Dr. Addison, the Minister of Health, hopes to introduce a Census Bill in the House of Commons at an early date. The census will probably be taken on Sunday, April 3, next year, and an Act of Parliament is necessary to compel occupiers of dwellings to give all the personal particulars that the census may require.

An official advisory committee has been considering for some time the nature of the questions which each householder should be called upon to answer. Numerous suggestions have been submitted by unofficial organisations interested in statistics and health and social questions. Government Departments also responded to the invitation to suggest questions. At one time there was a possibility of the inquisitorial schedule assuming alarming proportions, but the prospect now is that very little alteration will be made in the census schedule of 1911. The questions then asked were neither numerous nor bewildering.

Among the suggestions submitted to the Ministry of Health Committee were questions requiring a more extended enumeration of infirmities, and a declaration as to whether the occupier owns his house, etc. It is believed that the Committee is most unwilling to extend the schedule beyond the limits of simplicity.

A proposal that the schedule should be filled up, not by the householder as hitherto, but by the official enumerators, is under consideration. This method might make the census more reliable than it has been in the past, but the public would almost certainly prefer the old procedure. Official inquirers are not popular in this country, and it is unlikely that the proposed change will be made.

CLASSES FOR LOVERS.

Dr. Clifford, asked his opinion on a Mansfield clergyman's suggestion for holding instructional classes for young lovers, says: "I think it wise and necessary to provide morally healthy conditions under which young people may meet together and become engaged; but I should prefer that the 'courtship' should be an expected by-product rather than a definitely expressed purpose. That would be far more likely to produce the best results."

ADVERTISE YOUR WANTS.

WHAT YOU WANT SOMEONE HAS—WHAT YOU DON'T WANT SOMEONE ELSE DOES.

ONE CENT PER WORD PER INSERTION

Two Cents if not Prepaid.

A SMALL ADVERTISEMENT IN THREE COLUMNS WILL BE PRODUCTIVE OF MANY ENQUIRIES

REPLIES AWAIT BOX No. 360 361 362 363 & 364

NOTICE.

ROYAL HONGKONG GOLF CLUB.

The NEW COURSE at Fan ng will be closed to play from 8th June to the 8th July.

Hongkong, 27th May, 1920.

NOTICE.

THE "STAR" FERRY CO., LTD.

NOTICE TO SHAREHOLDERS. NOTICE IS HEREBY GIVEN THAT THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF THIS COMPANY will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on WEDNESDAY, the 2nd June, 1920, at 10 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 31st March, 1920.

The Register of Shares of the Company will be closed from WEDNESDAY, the 2nd May, 1920, to WEDNESDAY, the 2nd June, 1920, by order of the Board of Directors.

By order of the Board of Directors, W. S. BROWN, Secretary.

Hongkong, 21st May, 1920.

NOTICE.

REMOVAL NOTICE.

We beg to notify our clients that our office has this day been removed to No. 14, Des Vœux Road, Central (1st floor Wiseman Cafe).

FAR EAST OXYGEN AND ACETYLENE CO., LTD

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction on

Monday, the 31st May, 1920,

commencing at 11 a.m.

at Coopers Godown, Wanchai.

(For account of the concerned)

300 Bales "BLUE LINE"

GUINIES

40" x 28" 24 lbs.

On view Now

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

PUBLIC AUCTION.

The undersigned have received instructions to sell by Public Auction on

Friday, the 4th June, 1920,

commencing at 11 a.m.

at their Sales Rooms, Duddell Street

A Quantity of Valuable Household Furniture comprising—

Very finely carved blackwood tables, lady's desk, armchairs, flower stands & stools, silk tapes,

stry covered drawing room upholstered chairs, Nikko carved corner couch, invalid chair & table, carpets, rugs, pictures, glassware, dinner crockery, brass fender & fire brasses, very finely carved Cherrywood dressing table, Japanese water colours, brass flower pots, ornaments, marble top washstands, etc. etc.

Also

1 Cottage Piano by S. Montrie & Co. Ltd.

1 Enamelled Bath

2 Treadle sewing machines

1 Rubber Tyre Rickshaw

On view from Wednesday, the 2nd June 1920

Catalogue will be issued.

Terms: Cash on delivery.

LAMBERT BROS.

Auctioneers.

WANTED.

WANTED—EXCHANGE OF OFFICES. Tenant of office in Prince's Building (facing Ice House Street) wishes to arrange exchange with tenant of office in Prince's Buildings (facing Law Courts). Apply Box 355, c/o "Hongkong Telegraph."

NOTICE.

HONGKONG JOCKEY CLUB.

"Larsen Subscription Giftins Season 1920/1921."

Lists for intending subscribers to the above are now posted at the Race-course, the Hongkong Jockey Club Offices and The Hongkong Club.

Should the number of ponies subscribed for reach a total of thirty or more, the Stewards will adequately provide for same in next year's Programme. It is proposed to arrange that the ponies arrive in Hongkong during the month of October.

In order to make the racing as open as possible no subscriber shall be permitted to take a financial interest in more than two of these ponies, the cost of which will probably not exceed \$300 landed in Hongkong.

By Order,

G. W. GEGG,

Acting Clerk-of-the-Course

NOTICE.

NEW LOAN OF 4 MILLIARDS FRANCES.

in

5% PREMIUM BONDS. CREDIT NATIONAL.

The Bonds are of 500 Frs face value.

PRICE OF ISSUE 485 FRANCES

8 drawings a year amounting to 20,000,000 Francs

with the following prizes

1,000,000 Francs

300,000 "

200,000 "

100,000 "

50,000 "

The prizes drawn will be free of any taxes, present or future. The Bonds bear interest on and after the 15th of June 1920.

Applications will be received till the 4th of June 1920 by

THE BANQUE DE L'INDO-CHINE

where full particulars may be obtained.

L. BERINDOAGUE

Manager.

NOTICE.

REPULSE BAY HOTEL

SATURDAY, MAY 29th.—

TEA DANCING FROM 4 TO 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, MAY 30th.—

Orchestral Concerts during

Tiffin and Afternoon.

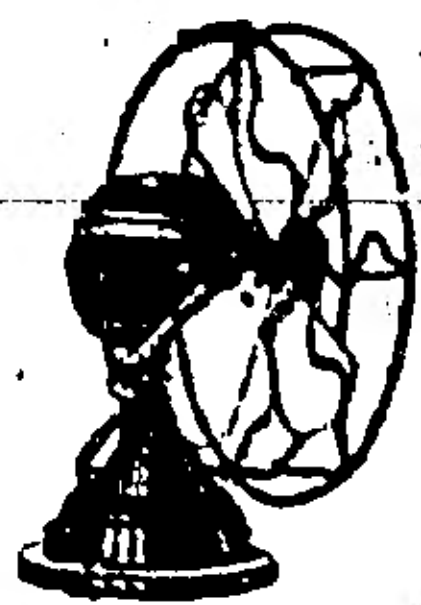
REMININGTON SELF-STARTER TYPEWRITER

IS THE MOST IMPORTANT TIME AND LABOUR SAVING FEATURE EVER PLACED ON THE CORRESPONDENCE.

MUSTARD & CO.

YOUR PERSONAL

NINE INCH



FAN

with Breeze to suit YOU and no-one else.

Enough To COOL and not disturb your papers. Just right for reading or sleeping,—without injurious effects.



Andersen, Meyer & Co. Ltd.

2, Queen's Road Central.

TAX ON SPINSTERS IN FRANCE.

CHILDLESS COUPLES HIT BY NEW LEVY.

Paris, April 30.—The much-discussed Bachelor Tax, which has now been passed by the Chamber, increases the normal income tax by 25 per cent. so that, as the Paris Press puts it, those who cannot find a better half will have to pay a fine of a quarter.

Men and women alike who have passed their thirtieth year will be subject to the levy, but no tax will be payable by those whose yearly income is less than £240.

The tax will be payable by divorced persons of both sexes, but not by widows and widowers. Married people who have been married two years on January 1 of each fiscal year, and who have no children, will also be liable.

Bachelors disabled in the war are to obtain exemption.

A lively discussion took place as to whether or not widows and widowers were to be included. It was pointed out that if a man becomes a widower at 40, it would not be just to exact from him the same tax as from a bachelor of 30.

The proposal to extend the tax to this category was finally defeated almost unanimously.

Advisability of making the tax equally severe for spinsters as for bachelors was also a point on which many deputies differed.

Although Frenchwomen have not yet been accorded the vote, the Chamber, nevertheless, is ready to admit the equal responsibility of men and women to the State when it is a question of paying taxes, as the decision to make the tax 25 per cent. for both sexes shows.

The very considerable excess of women over men in France, which is one of the results of the war, was pleaded without success.

CONSIGNEES

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

The Steamship "JACOB"

From CALCUTTA via RANGOON, PENANG & SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on May 25th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized.

No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 29th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
As Operators, U.S. Shipping Board.

Hongkong, 25th May, 1920.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

S.S. "LAKE FAULK"

From CALCUTTA via RANGOON, PENANG, and SINGAPORE.

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on May 25th at 10 a.m.

All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognized.

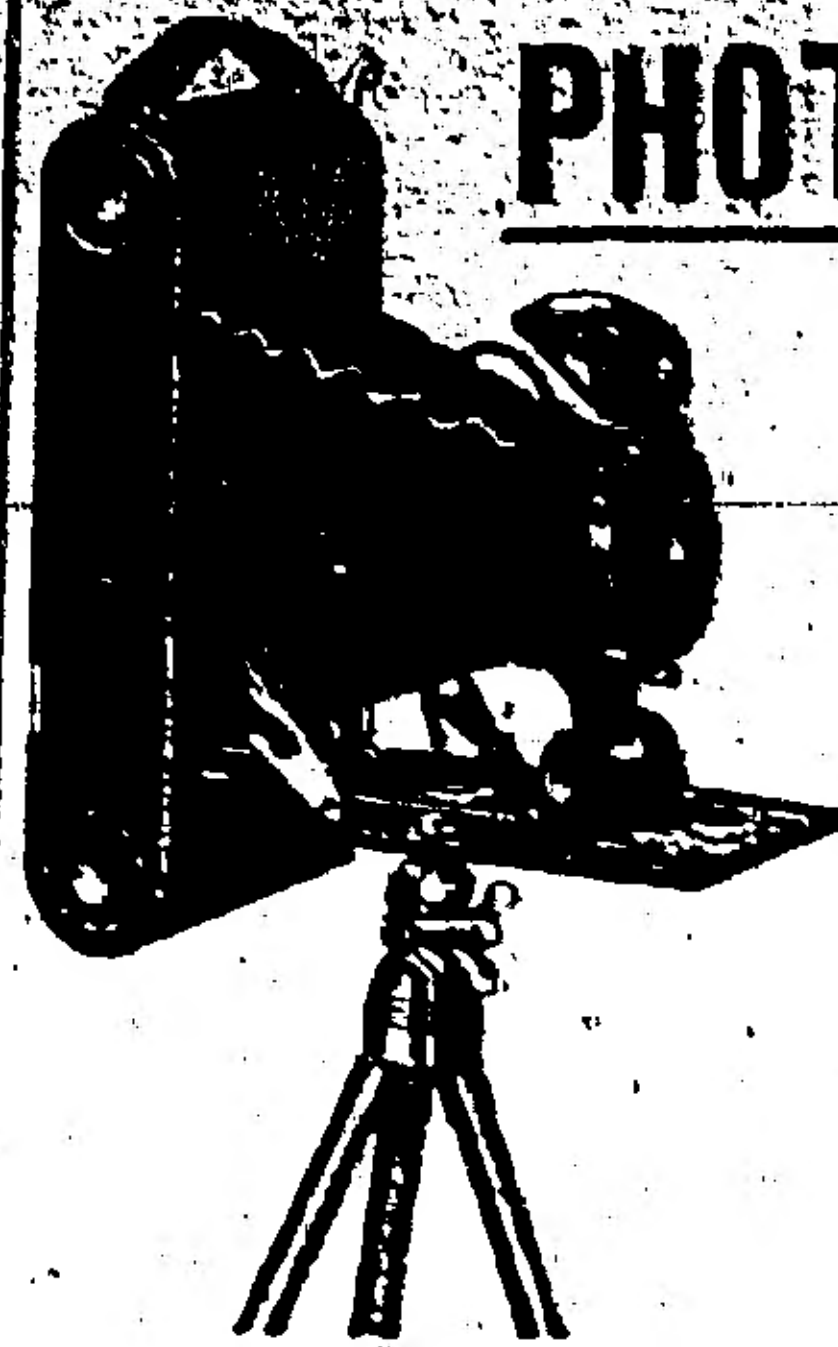
No claim will be admitted after the goods have left the Godowns and all goods remaining undelivered after May 29th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
As Operators,
U. S. Shipping Board.

Hongkong, 22nd May, 1920.



PHOTOGRAPHIC SUPPLIES

Films and Plates

Developed and Printed by EXPERTS

PROMPTNESS & SATISFACTION

THE SINCERE CO., LTD.
"HONGKONG EMPORIUM"

CONSIGNEES

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"EDMORE"

having arrived from Seattle via ports, on 26th inst. consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports & Exports, Hongkong before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 31st inst. by the Company's Surveyors, Messrs. Goddard & Douglas.

All claims must be presented within 30 days of the steamer's arrival here, after which they cannot be recognized.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after June 1st 1920 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
United States Shipping Board
Emergency Fleet Corporation
Managing Agents

THE ADMIRAL LINE.

5th Floor Hotel Mansions.
Hongkong, 26th May, 1920.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailing:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., HONGKONG-MACAO LINE.

To Macao—Daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)

From Macao—Daily at 8.30 a.m. & 2 p.m. (Sundays at 6 p.m.)

Police Permits to leave the Colony are not required.

Further information may be obtained at the Coy's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

CONSIGNEES

STRUTHERS & DIXON INC.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO.

AND SEATTLE

THE Steamship

"WEST HIMROD"

having arrived from San Francisco via ports on 23rd May, 1920, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo per "WEST HIMROD" from Seattle are hereby notified that their cargo was transhipped at Yokohama to the "WEST HIMROD."

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 11 a.m. on 31st May 1920, by the Company's surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 31st May, 1920, will be subject to rent.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

STRUTHERS & DIXON INC.

Agents.

1st floor, Powell's Building.

12, Des Voeux Road, Ctl.

Hongkong, 24th May, 1920.

CONSIGNEES

OSAKA SHOSEN KAISHA.

THE Company's Steamship

From SYDNEY AND

MELBOURNE

The Steamship

"MADRAS MARU"

having arrived from the above Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Consignees are hereby notified that General Average has been declared and before delivery can be given they must sign General Average Bond, Deposit General Average Contribution of three per cent (3%) on the amount of the estimated value of their respective interests and furnish completed valuation statements.

Goods not cleared by the 2nd June, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Wednesday and Saturday. All claims must be presented within Thirty days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

OSAKA SHOSEN KAISHA.

Y. YASUDA,

Manager.

Hongkong, 26th May, 1919.

COMMERCIAL NEWS.

FAMOUS BONE-SETTER.

FRENCH COAL.

The production of the French coal mines for the year 1919, exclusive of Lorraine, was only 19,500,000 tons, as compared with 26,322,000 tons in 1918, and almost 30,000,000 tons in 1917. The Lorraine coal production was 2,325,000 tons. The coal consumption of Lorraine is far greater than its production, thus adding to the French coal deficit. The total importations of coal for the year 1919—amounted to 18,600,000 tons.

THE FREIGHT MARKET.

In their fortnightly report on the freight market issued on May 20 Messrs. Wheelock and Co. of Shanghai state:—The situation in our outward freight market is as follows:—To United Kingdom and Continent.—This market has remained quiet during the past fortnight and there is little offering except for the regular run of export business, despite the fall in exchange. To United States via Pacific.—and via Panama and Suez.—There is no change to report on these berths, except for a certain amount of cargo from the outports there is practically nothing offering locally. Coastwise.—The past fortnight has been a quiet one and the demand from River Ports has fallen off somewhat owing to the rice market in the South being in a very depressed state, but there is a fair demand for tonnage from the Northern Ports.

THE COAL MARKET.

Writing upon the coal market, Messrs. Wheelock and Co. of Shanghai in their fortnightly report issued on May 22 say:—Japan Coal.—This market has been very quiet during the past fortnight which is not to be wondered at in view of the recent decline in exchange, but the local silk filature are expected to re-open next month with the advent of the new cocoon season's crops and this should have a beneficial effect on the market. The market in Japan has weakened somewhat for second and third graded dust coals, but the prices for first quality dust and lump coals continue firm. Fushun Coal.—We are

PETITION ON BEHALF OF MR. H. A. BARKER.

A memorial, signed by 307 members of the present and the last House of Commons in favour of a medical degree honoris causa being conferred on Mr. H. A. Barker, the famous manipulative surgeon, has been sent to the Archbishop of Canterbury, who has the power to bestow such a distinction.

The petition states that Mr. Barker "has practised manipulative surgery for over 25 years with such unprecedented success that he has brought relief to many thousands of sufferers when all other aid had proved ineffective," and as an instance remarks that during the war in a single battalion (the 3rd Oxfordshire and Buckinghamshire Light Infantry) five of the officers were enabled to serve their country through Mr. Barker's services when orthodox medical aid had failed.

It is submitted by the petitioners that Mr. Barker's case is "eminently one for favourable consideration in order that his assistance may be more generally available for injured soldiers and sailors at the present time, and in view of the unique and distinguished services he has rendered to suffering humanity and the cause of science through a long period of opposition, contumacious and persecution."

glad to be able to report that these mines seem to have recovered from the disastrous explosions which occurred some three years ago, and as the output has now been considerably increased there is a certain amount available for export, but owing to exchange and the high cost of producing it is difficult to do business locally. Kaiping Coal.—When supplies of the better grades of lump coal have been made to yearly contractors a very limited quantity of No. 2 lump remains for the open market, the supplies of which fall short of the demand. There is also a temporary shortage in other grades with signs of recovery.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1919	1920
City Reservoir	121.22	121.22
City Reservoir	121.22	121.22
City Reservoir	121.22	121.22
City Reservoir	121.22	121.22
City Reservoir	121.22	121.22
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STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

	1919	1920
City Reservoir	121.22	121.22
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City Reservoir	121.22	121.22
City Reservoir	121.22	121.22
City Reservoir	121.22	121.22

KOWLOON WATERWORKS LEVEL.

	1919	1920
Kowloon Reservoir	121.22	121.22
Kowloon Reservoir	121.22	121.22
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Kowloon Reservoir	121.22	121.22

Consumption of water in Kowloon in millions and a decimal of gallons during the month of April.

	1919	1920
Kowloon Reservoir	121.22	121.22
Kowloon Reservoir	121.22	121.22
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Kowloon Reservoir	121.22	121.22
Kowloon Reservoir	121.22	121.22

W. CHATHAM.

Water Authority.

FRECKLES AND HIS FRIENDS

It's No Longer a Secret!

BY BLOSSER



THORNE'S OLD VAT

"No. 4"

SCOTCH WHISKY

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The Hongkong Telegraph

HONGKONG, FRIDAY, MAY 28, 1920.

ORIENTAL AND OCCIDENTAL.

Sir John Jordan has been hailed successively as the man who has done more for British interests and prestige in China than any other man in this generation, and also (by the Chinese Minister in England) as China's best friend. By the frank views he has now expressed to a representative of the London Evening Standard, reported in our Earlier Telegrams, he is certainly earning those very complimentary titles. China has suffered a lot because of what she herself has done, but she has certainly suffered as much because of erroneous views that have been held by the nationals of other countries.

One cannot read the message under notice without feeling that foreigners have been greatly in fault by representing to the outside world the Chinese as a race of inscrutable mystics, with characteristics essentially different to the rest of mankind. By such a representation Chinese have been cut off, as it were, from the general schools of thought; they have been isolated into a class of their own. Hundreds of books have been written in which Chinese characters have been represented as cruel, crafty and inhuman; as human beings full of cunning and endowed with vicious greed. It is time that picture was allowed to fade into the realm of fiction in which it was born. Sir John has rightly told those at home that the Chinese are as good-natured, sociable and generous as the rest of the world; that they are hard workers, intelligent, honourable and with a great capacity for friendship.

There is a very justifiable reproach for Britishers in the statement that Chinese make lots of allowances for British exclusiveness. This exclusiveness on the part of Britishers has done far more harm than good, and in the matter of business it is almost notorious how "stand-offish" we Britishers are. The Germans could give us a few lessons in cordiality when they were trading here. The modernisation of China is slowly but surely taking place and the fact that sport and freedom are now enjoyed by the women of China, who are destined to take a large share in the development of China's progress, was commented on very hopefully by the late Minister. He pointed out the truism that China did not require much government because the people greatly governed themselves; how true that is we all know. China is, perhaps, the most democratic country in the world; a fact that is often overlooked because of the high-handed action taken by unscrupulous men who gain positions of power and trust. Looking back to the very early days of foreign intercourse with China one can see that it was foreigners themselves who created China's so-called mysticism because they did not understand that they had come into contact with an ancient and insular civilisation that had no parallel in the western world. Because things were different they were styled mysterious. And so the fiction grew, until there is a very false romanticism associated with everything Oriental. True, it is that in religions and customs there is much that is still strange to us, but we are not less strange to the Easterner than he is to us. It is merely a case of two different civilisations coming in juxtaposition, but at the centre of them both are human beings actuated by very much the same motives, both conscious of the good and bad in human nature and both trying to overcome the latter. The idea of a perfection hard to realise is common to both and there is always a struggling upwards. The Occidental and the Oriental are identical excepting that they have been nurtured in, and have stretching behind them, a different environment and tradition; they are human beings trying to defeat their own frailties in but slightly differing ways.

In these days of growing intercourse, when men the world over have a vision of a unified human race, it is essential that all peoples should learn to understand each other. Western learning and ideas, higher codes of morals and public dealing, are percolating into even the most backward of races. The ideal to strive for is the eventual breaking down of every barrier that hinders understanding and trust. The idea of evil and mystery being the dominant characteristics of the Chinese must pass and Sir John Jordan has done a great service by pronouncing views of the nature contained in the message. We of Hongkong can help a great deal to break down that barrier of a false difference. But it seems at times as though we like to maintain it.

NOTES & COMMENTS.

AMERICA AND IRELAND.

We are delighted to see by one of the overnight wires that the New York Times has been delivering itself of some very sane and pointed observations concerning America and Ireland. Apparently the latest outburst of pro-Irish and anti-English feeling is due to the anxiety of politicians engaged in the Presidential political campaign to catch the votes of Irish Americans. These ranting mischief-makers are prepared to go to almost any lengths in order to impress the Irish Americans that they have their cause at heart. In reality, as the New York paper says, they do not care a straw for Ireland; all they want is votes. We now understand the meaning of these resolutions which are being introduced in the Senate in favour of recognising the "Irish Republic." We can well believe that President Wilson will take little note of such motions, for he is sane enough and level-headed enough to know that the Irish question is one which concerns Britain, not America. The sponsors of these resolutions are only making fools of themselves and their country. That would not matter so much were it not for the possibility that their activities may impair Anglo-American friendship, which should have been one of the finest possessions left us by the war. But with some men, personal gain and notoriety are more than the good of their own or other nations. We fear some of these American Senators must be placed in this category.

OPIUM SMUGGLING.

The recurrence of big seizures of opium by the local preventive service shows that the game of smuggling is still merrily going on. The people concerned in the latest hauls, however, will probably have some difficulty in appreciating the adverb used. For them it is anything but a merry game. The extent of the seizures is indicative of the fact that there must be some big organisation at the bottom of the traffic. Individuals could not possibly embark upon such big undertakings. It is likely, also, that these smugglers are making use of Hongkong rather more as a distributing centre than as the final destination of the drug. We see that a Shanghai paper has been commenting upon the increased activity of opium smugglers in the North, and that special reference is made to Japanese activity along this line, particularly with regard to traffic in the drug between India and Tsingtau. The situation here in Hongkong, of course, is rather different, but it seems fairly clear that a big ring, if not more than one, is concerned in the illegal importations. The satisfactory feature of the whole business is that the preventive service officers appear to have their eyes fairly widely open.

THE OIL SITUATION.

There is at the present moment an unprecedented demand on the oil resources of the United States which has resulted in a shortage of supply. With exports to foreign countries and the boom in motor mechanics as the chief factors, experts predict a failure of the country's oil supply in twenty years' time when it is forecasted that the eminent position which the United States has hitherto occupied as a producing centre will sink to the status of America being a total dependant on foreign imports for the maintenance of the numerous industries which have been built up on this product. A regular panic appears to have been produced, and American oil magnates are drawing attention to the activities of the British Companies who were reported in a recent Reuter's telegram as conducting a systematic quest for petroleum deposits in various parts of the world. Attention was drawn to the fact that the present shortage in the United States had given a considerable impetus to the exploitation of the hitherto unexplored rich oil fields of Mesopotamia, Egypt, Australia, Borneo, which are estimated by experts to be many times richer than the United States. The assumption, with the conclusion of the war, of the Rumanian oil wells has been very profitably conducted to meet the French and other demands. Some consolation to American users of the product is held out in the prospects of Mexican and South American sources, but hopes would seem to end there, in spite of attempts to secure control of supplies from British

DAY BY DAY.

IT SELDOM HAPPENS THAT THE PEOPLE GO WRONG WITHOUT THE RULERS BEING SOMEWHERE AT FAULT.

One non-fatal case of enteric fever was reported yesterday, the sufferer being a Eurasian.

The three Chinese yesterday charged at the Criminal Sessions with robbery at Kowloon City were sentenced to five years' hard labour each and to receive ten strokes with the "cat."

H. E. the Governor is to lay the foundation-stone of the new Hall at St. John's Cathedral on Sunday after Matins. It is hoped that those who are interested in the erection of the Hall will be present.

During the last few days an unusually large number of bodies has been picked up by the Police in the streets where they were dumped by relatives who feared a visit to their premises of the Funerary Brigade.

The tennis final between Ng Sze-kiang and M. W. Lo, which was to have been played to-day, has again had to be postponed on account of the weather. It will take place either on Monday or Tuesday evening, according to the state of the weather.

Captain Basil Taylor, R. N., and Mrs. Taylor are sailing by the Kamakusa Maru, which is expected to leave to-morrow. The Kamakusa Maru is expected here this afternoon. If she does not reach Hongkong to-day the sailing will be postponed till Sunday.

It is stated that Mr. Alexander Ross will be in Hongkong in the autumn. He will most likely take charge of the local office of Messrs. Alex. Ross and Co. Mr. D. M. Graham, from Shanghai, is at present manager of this branch. The firm's European staff has been strengthened considerably of late.

To-morrow's Pictorial Supplement will be of particular interest to tennis enthusiasts. It will contain photographs of Mr. Ng Sze-kiang and Messrs. M. K. and M. W. Lo, as well as a snapshot of the final of the Men's Doubles Championship. Besides these there will be a group taken at the wedding of Mr. J. P. Jones, a portrait of the new Civil Governor of Canton, and pictures of aerial activities in Peking.

Last evening a social gathering was held at the Union Church Hall to welcome the acting Pastor, the Rev. G. J. Williams, and Mrs. Williams. Greetings were extended by the Chairman (Mr. J. L. McPherson), Mrs. Hickling (President of the Ladies' Committee), Mr. E. R. Dovey (Chairman of the New Territories Evangelisation Work), Mr. Passmore (Chairman of the Christian Endeavour Society), and Mr. Francis for behalf of the Army and Navy. An enjoyable programme of songs and recitations was contributed to by Mrs. McLeod, Messrs. McLeod, Lay, Fleming and Templeton.

For brazen coolness some of our ricksha coolies are unexcelled. Here is a story which was heard at the Police Court this morning. A ricksha coolie was before the Magistrate on a charge of stealing a role of banknotes amounting to \$275 from a Japanese fare who had inadvertently left him the ricksha which he engaged to take him to Sampan Street yesterday. On being later questioned in regard to the missing notes, the coolie denied having seen them, but on being searched at the Police Station they were discovered tucked up in the rolled-up ends of his trousers' legs, and also in the cushion of the ricksha. Now, when questioned by the Magistrate at the Court, he said that his action had a perfectly innocent meaning; he had the interests of the Japanese at heart and was merely taking great care of his money for him. The Magistrate, it would appear, had also the interests of the coolie at heart. To reform him, he sentenced him to a fine of \$10, or 14 days' hard labour.

With the supplies derived from Mesopotamia alone, British ships and industries appear to be assured of an unlimited supply of fuel for a great many years to come.

KOWLOON NOTES.

(BY "THE FERRYMAN")

Kowloon Cricket Club is making a bad start in the Tennis League. For the second Saturday in succession, both the "A" and "B" teams went down on the 22nd instant, although the former gave the Portuguese Club a very close run. The "B" team lost to Wigwam, which Club secured its first victory by a margin of fifteen games. The K.C.C. have not nearly so many good tennis players as in former years. Still, I hope their run of bad luck will soon end.

The U.S.R.C. "A" team had another reverse last Saturday. The result, however, did the players no discredit, for they extended the Chinese Club, which only won by a margin of three games. It looks as though the C.R.C. will again be champions this year, although there are many more matches to be played, yet, and the Hongkong C.C. "A" team will have to be reckoned with.

To-morrow's matches ought to provide some good games. Kowloon "A" are away to the C.R.C., and the odds are in favour of the latter. The United Services "A" team will visit the H.K. C. ground, when many old rivals will meet. The Portuguese play the Garrison away and ought to win. There is only one match of interest to Kowloon in the Second Division, the United Services "B" team being at home to the Civil Service, who are a very useful lot this year.

It is a pity that there are not home-and-away matches in the Second Division of the League, as in the First. Originally, the Club de Recreio were entered in the Second Division, but when they were put up with the seniors and the Navy dropped out, the number of teams was reduced from nine to seven. This means that "B" teams have only six matches each for the whole season, which hardly gives them a chance to find their feet or to recover from early defeats. But I suppose it's too late now to alter things.

The Lawn Bowls League season is due to start to-morrow. Some most interesting ties are down for decision. Good luck to the Kowloon teams!

I see that the Star Ferry Company has had a very successful year financially. Its profits amount to the nice little sum of \$106,854. What is more, the net earnings of the ferry-boats totalled \$122,977, or well over \$10,000 per month, on an average, the increase from the previous year, being over \$19,000. And this in spite of reduced ferry fares!

My friend from "Flatland" tells me that the after-dinner warblers are still pretty busy, though not quite so energetic as during the previous week. They have had to contend with high winds of late, compelling them to shut themselves in, to the joy of their neighbours. The bagpipe man has apparently decided to save his breath for the purpose of cooling his soup, or else he has burst the instrument.

The most popular items with the songsters during recent nights have been "For Men Must Work," and "The Bells of St. Mary." There is one line in the former song which runs "The sooner it's over, the sooner to sleep." That's what the neighbours thought!

I've heard a good deal of complaint recently of bad drain smells in Kowloon. Dr. Woodman has been busy on the matter, and to my knowledge he has spared no pains in getting to the bottom of the trouble. It looks as if the whole question will need the most thorough investigation, and I trust the Government will order the strictest enquiry.

MARRIED 71 YEARS.

Recently Mr. and Mrs. John Gott, of Ulceby, Lines, celebrated the seventy-first anniversary of their wedding. Mr. Gott is a railway worker. His father was a Yorkshire railway contractor, at whose house George Stephenson used often to have his dinner.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

AN ALLEGED INSULT.

Sir,—Much grievance has been caused by the order alleged to have been given by Mr. Lauder, of the Union Insurance Society of Canton Ltd., to the European staff prohibiting or rather admonishing them not to associate with Portuguese and Eurasians, even in their Clubs, a gratuitous insult which demands immediate reparation. If the report is true, the Directors of the Society should call upon Mr. Lauder for an immediate explanation of his conduct, for the said communities not only are great contributors to the Society's Funds (say, about half a million dollars, per annum) but many of them are shareholders too. Consequently if such a man still remains in the Hongkong office the Society's standing and reputation will be greatly affected. Mr. Ede had, ever since he was General Manager, held in high appreciation the valuable services of his Portuguese clerks; were he in office at the time Mr. Lauder would not have committed such a blunder. This is nothing but due to certain animosity still prevailing among many Europeans with regard to distinction of race. We understand Mr. Lauder was the supervisor of the Bengali clerks in Calcutta previous to his transfer to the Head Office. If he has given the order alleged, the Directors will act very wisely if they send him back to his honourable post in India.

Yours etc.,
EURASIANS AND
PORTUGUESE.
Hongkong, May 28, 1920.

KILLED A DOG.

SOLDIER IN TROUBLE.

The quickest way to kill a dog, according to the prescription of Private E. Bishop, of the Wiltshire Regiment, is to dash its brains out. He was at the Police Court this morning, charged with killing a dog belonging to Private W. H. Graves, of the R.A.M.C., and according to the allegation of the latter, he admitted that he had killed many dogs in the same way. The accused said that he received complaints in regard to the dog which got on the verandah of the barracks and raised a disturbing howl there in the night. Before deciding on its destruction he had made careful enquiries but failed to discover the owner among the men in his Company. The animal had no collar or number.

The owner of the dog, Private Graves, said that on the 11th instant his dog was killed by having its brains dashed out. It left the barracks at about 9 o'clock that morning, and in the evening of the same day he was informed that it had been killed by the accused, who, on being questioned, admitted his offence and also volunteered the information that he had killed many dogs in the same manner. The accused was ordered to pay compensation of \$5 to the owner of the dog who admitted to the Magistrate that as a dog the animal was not of great value.

The defendant said that he would not be able to pay this sum before pay day, and his Worship said this was a matter that could be arranged by the regiment.

ANOTHER SEAPLANE ARRIVES.

FROM MACAO IN FOURTEEN MINUTES.

Another of Mr. C. E. W. Ricon's seaplanes came into the Harbour at about 11.15 this morning from Macao. It had encountered very rough weather and unfavourable winds in the flight, and it speaks much for the quality of the machine that it was able to withstand the gale as it did, and reach here in the record time of fourteen minutes.

The return trip to Macao was to be made sometime to-day, the weather being but a secondary consideration in the opinion of the experienced aviator.

Amongst the passengers who arrived by the Empress of Asia to-day were Mr. and Mrs. E. Orniston, Mr. E. de Abney and Mr. M. Croncher.

TO-DAY'S MISCELLANY.

Embley Park, some two miles outside the picturesque town of Ramsey, in Hampshire, is for sale. Occupied until recently by members of her family, it was at one time the home of Florence Nightingale. Her birthplace, of course, was the famous Italian city whence came her Christian name, but much of her youth was spent at Embley. It is an Elizabethan house of no very marked character, but it stands in beautiful gardens, with fine views, and is remarkable for a rhododendron drive over two miles in length.

The funeral journey which the Duke of Abercorn and Sir Starr Jameson from its temporary grave in England to its last resting place by Rhodes on the Matopos was one of the longest in the history of the funeral travels of great men. Probably the most famous of these in modern history was the return of Napoleon from St. Helena to the Invalides, and another was the bringing home of the body of that great Ambassador, Lord Panmouco, in an American battleship from Washington to England. In the realm of romance the great story of the journey of "the heart of the Bruce" will be recalled.

When we read that in America the high price of men's clothes is being countered by a resort to overalls we begin to ask ourselves whether we are not habitually overdressed people. Up to the time of the Norman Conquest, if not later still, men wore only one garment of wool, leather, or velvet next to the skin, and from all accounts they were just as healthy as we are. Then somebody with an eye to business invented the skirt, which was at first worn only by the nobility. The waistcoat followed, and breeches, trousers and overcoat and other superfluous garments quickly succeeded, till we arrived at the present overdressed state, with all the petty ailments that proceed from it.

In the resignation of Sir Henry W. Vezey, Official Referee, and the appointment of his successor Sir Francis G. Newbolt (the poet's brother), there is this point of interest—that while the position is practically a judgeship, it does not carry the judicial address of "My Lord," but simply "Sir." Even a judge of the County Court is "Your Honour" and the bench heads of justice are generally, if not legally, "My Lord." However, "Sir" did well for the retiring Official Referee, and will do equally so for the new knight-succesor. And we must not forget that once Albert Edward Prince of Wales was addressed as "Sir" by counsel in court, much to many people's surprise, though it was quite in order.

With his re-election, Dr. Macnamara will soon be passing the 20 years' mark in his association with Camberwell in the House of Commons. These long tenures of one seat seem to be becoming less common than was once the case, and it will not often happen that anyone will be able nowadays to challenge such a record as that of Sir H. C. Bannerman, who sat for Stirling Burghs through the whole of his long Parliamentary career. Mr. Bannerman's association with Macnamara was broken abruptly in 1906, and Mr. Asquith's defeat in 1918, ended another long connection. The Premier has sat without interruption for Carnarvon Burghs since 1890, and Mr. T. P. O'Connor has held his Liverpool seat five years longer.

Many others besides the Parliamentary Labour party would be glad to see the House of Commons revert to its ancient practice of starting business in the morning. Those last bursts of eloquence, towards midnight, are an embarrassment to every newspaper with a big circulation and trains to catch. No one would desire members to assemble, as was once the custom, at eight o'clock in the morning—sometimes they would meet at six or seven—but it seemed absurd even to Speaker Onslow in the middle of the eighteenth century that the House should not meet till two in the afternoon. Decay of the early rising habit had set in in his day. "I have done all in my power to prevent it," said the Speaker, "and it has been one of the burdens and griefs of my life. It has innumerable inconveniences attending it."

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TROUBLE IN
BARBER'S SHOP.EUROPEAN ASSAULTS
JAPANESE.

John Nelson, without employment, but certainly with enough funds to purchase liquor, was today before the Magistrate (Mr. R. O. Hutchinson) arraigned on two counts, first, with assaulting a Japanese barber of No. 43 Praya East, and, secondly, with being drunk and disorderly.

Nelson, it was stated, paid a visit to the barber's shop on the 5th instant, and as there was a full house at the time he was forced to wait. When his turn, a proceeding which he did not appear to relish, he seized on the opportunity of the first customer, leaving the shop to make a bolt for the vacant barber's chair, but he was forestalled by a Japanese woman, the wife of the complainant, who pointed out to him that the rule of such establishments being "first come first served," he must wait in patience till the customer who had preceded him into the shop had been attended to. Nelson was then alleged to have knocked the woman on the shoulder, and on her better half coming out from a cubicle to her rescue he was served by Nelson with an upper cut on his jaw which stretched him on the ground. The woman in turn came to her husband's assistance, and her martial demeanour drove the spirit of fear into the heart of Nelson so that without waiting to meet this fresh onslaught he turned tail and fled, pursued by the woman, into a Japanese restaurant where he took refuge.

Nelson in this way gave the slip to the Japanese, but he was reminded of this sad incident yesterday, when he was arrested by the Police in Taiwong Street, where he was capering about in a sort of Highland fling much to the delight of a crowd of Chinese who formed a ring for him by gathering around. The Police were to-day able to prove that he was in a very drunken condition at the time, and with the two charges

SHIPPING SALES.

A BUSY MARKET.

Amongst recent shipping sales two important deals have been put through by Messrs. Carroll Bros., shipping brokers. One of these is that of the s.s. Diva, a Norwegian vessel whose agents were until recently Messrs. Thomson and Co. She left Hongkong yesterday for Singapore, where she will be delivered to her new owners. The Diva is about eleven years old, and is a first-class cargo boat with a cargo capacity of 1500 tons.

The s.s. Cornelia, which belonged to Chinese owners, and is about fifty years old, has been sold to Greek buyers. She will leave Hongkong very soon for a Greek port. Her cargo capacity is 350 tons.

The Losco and the Barata, which have just been sold by the Philippines Government, have been bought by Norwegian shippers. The Losco fetched \$897 per ton and the other vessel \$8125 per ton.

There was a large attendance at the Helena May Institute last evening, when a most enjoyable musicale was given. Songs were contributed by Miss Vivienne Bowen, Mr. G. H. Percy, Mr. R. A. Green, and Mr. A. H. Lay, whilst Messrs. H. Freeborn and Green joined in a finely-rendered duet. Mrs. Cornabie rendered pianoforte solos, whilst Mrs. F. C. Hall gave a recitation. During the evening, occasion was taken to welcome Lady Stubbs, the new President, Mrs. Parr, the Hon. Secretary, expressing the hope that her ladyship's term of office would result in the advancement of the Institute. Lady Stubbs suitably replied.

proven against him, the gallant Nelson was convicted with a fine of \$10, or 14 days' hard labour.

RECEIPT STAMP NOT
CANCELLED.BANK COMPROMISSED
FINED.

Tso Po Lu, comprador of the Asia Banking Corporation, was summoned before Mr. N. L. Smith at the Police Court this morning for failing to cancel the stamp affixed on a receipt of the Bank for \$46,336.11.

Mr. E. J. Grist defended the accused and said that the ordinance (No. 16, 1901, Section 17) did not make it obligatory for a person to cancel a receipt stamp.

His Worship drew Mr. Grist's attention to the amendment which was introduced after this ordinance, which stipulated that such cancelling was obligatory.

Mr. Grist said that in that case he would ask his Worship to inflict a light penalty in view of the circumstances of the offence. The accused was comprador of his department, and in the press of work he had not seen to it that the receipt stamp was properly cancelled, for which his clerks were really to blame.

A fine of \$10 was imposed.

CIVIL SERVICE
SALARIES.

THE CADET SERVICE.

The classification system is abolished, and the following incremental scale of salary is substituted therefor.

The commencing salary is \$350. A Cadet draws \$375 on passing his second examination in Chinese and \$400 on passing his final examination. His salary thereafter rises, by two annual increments of \$25, and by fifteen annual increments of \$50, to \$1,250.

When a Cadet's salary reaches \$1,000, and again when it reaches \$1,250, there is a strict efficiency bar, and a Cadet will not in either case be permitted to draw further increments unless his service is thoroughly satisfactory in every respect.

The appointments of Treasurer, Secretary for Chinese Affairs, Director of Education, Captain Superintendent of Police, and First Magistrate are placed separately in a senior class, the salary in each case being at the rate of \$1,250, rising by annual increments of \$50 to \$1,750.

A Cadet who attains a post in the senior class or in the post of Crown Solicitor will receive an additional salary at the rate of \$500 a year, according to his substantive salary, and does not exceed \$2,000 a year. A Cadet whose salary does not exceed \$1,000 a year will receive a further salary at the rate of \$500 a year while he performs the duties of Superintendent of Imports and Exports, District Officer, Registrar of the Supreme Court, Head of the Sanitary Department, or Postmaster-General.

The house allowance, which is now granted to a Cadet who has not received a Class III appointment, is abolished. A Cadet who is studying Chinese will be granted five quarters in the British Yamen at Canton, or if he is permitted to reside elsewhere he will receive such rent allowances as the Government may in each case prescribe.

SAYS THEY SAVED HER
BABY'S LIFE.ANOTHER MOTHER GIVES
GRATEFUL THANKS TO
BABY'S OWN
TABLETS.

Errors in diet and over-feeding are the most frequent causes of indigestion in infants and young children. The best treatment is the administering of Baby's Own Tablets; this gentle laxative clearing away the offending matter and sweetening the stomach. With proper attention to diet they usually effect a prompt cure. Here is one American mother's testimony:

"Mrs. John Male, of 41 Cottage Street, Pontiac, Mich., writes:— 'My little baby was very sick through not being able to digest the artificial food which I was forced to give her on account of my poor health.'

"I tried many remedies but all in vain, for baby kept pining away. When I was nearly driven to despair I saw Baby's Own Tablets in a drug store and started to use them. The very first I gave her made her rest easy, and in the end they saved her life and made her a fine fat baby. I wish to tell all mothers who have sickly babies, and advise them to keep this valuable remedy always in the house."

Baby's Own Tablets are obtainable from chemists, and at 60 cents the vial from Dr. Williams' Medicine Co., 96 Beichuan Road, Shanghai. Price includes postage.

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SAY ABOUT TO-NIGHT'S BIG DRAMA
AT THE CORONET.

"Virtuous Men" is pure, unadulterated Melodrama, but lifted to the plane of a "Two-Dollar Attraction" through its immensity, carefulness of production, direction and the practically all-star cast.—"VARIETY."

"Virtuous Men" has plenty of fights, plenty of big mob scenes and a considerable number of fine flashes of comedy relief.—"MOTION PICTURE NEWS."

It is gorgeously staged and has at least six big punches. The thing we liked best of all was the wonderful fight where E. K. Lincoln and Robert Cummings literally brought down the house.—"NEW YORK TRIBUNE."

The film is filled with action, the tempo never letting down for a moment. "Virtuous Men," incidentally, can boast of the best screen fight staged since the celebrated Bill Farnum scrap in "The Spotters."—"NEW YORK TIMES."

NOTICES.

J. T. SHAW
B. V. D.

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NEXT DOOR HONGKONG HOTEL.

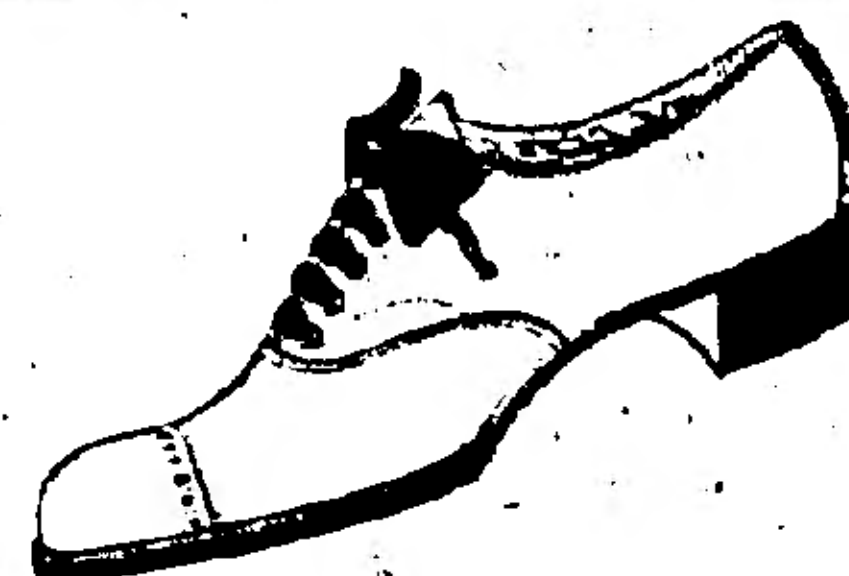
Powell Ltd

TELEPHONE 346

GENTLEMEN'S HIGH-CLASS OUTFITTERS.
SPECIAL LINES THIS WEEK

WHITE

SHOES



BUCKSKIN AND CANVAS

MADE WITH

LEATHER, RUBBER, NEOLIN,

OR

RINEX SOLES.

NEW COLUMBIA

RECORDS

- | | | | |
|-------|------------------------|----------|--------------------------|
| A2761 | (First Rose of Sumner) | Fox Trot | Happy Six |
| A2761 | (Somebody's Heart) | | |
| A2795 | (Bo-La-Bo) | Fox Trot | Louis Jazz Band |
| A2795 | (Venetian Moon) | | Kentucky Serenaders |
| A2795 | (Ostrich Walk) | Fox Trot | Guile Dairo |
| A2795 | (Jazz Band Ball) | One Step | |
| A2797 | (Indiana) | One Step | Original Dixie Jazz Band |
| A2797 | (Darktown Strutters) | Fox Trot | |

THE ANDERSON MUSIC CO., LTD.

(THE COLUMBIA SHOP)

16, DES VOEUX ROAD. TEL 1322

OWING TO THE CONSTANT
RISE IN FIRST COSTS AND
THE FALL IN EXCHANGE WE
ARE OBLIGED TO REDUCE
OUR DISCOUNTS TO CUSTOM-
ERS TO FIVE PER CENT.

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central. (Telephone No. 75.)

GERIN, DREVARD & CO.

4th FLOOR HOTEL MANSIONS. Tel. 114.

AND AT CANTON.

IMPORTERS & EXPORTERS

MACHINERY MERCHANTS

"FRISCO STANDARD" MARINE ENGINES, "COOPER
QUEEN" BELTING, "SKOOKUM" PACKING, ELECTRIC
MOTORS, GENERATORS AND OTHER

ELECTRICAL APPARATUS

PACIFIC SHIPPING.

CP & OS

SAILINGS HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki ("Moji") Kobe & Yokohama)

FROM	DATE	DUKE
STEAMERS. HONGKONG. VANCOUVER.		
Empress of Asia	June 3	June 21
Monteagle	June 8	July 2
Empress of Russia	July 1	July 19
Empress of Japan	July 20	Aug. 10
Empress of Asia	July 29	Aug. 16
Monteagle	Aug. 12	Sept. 5
Empress of Russia	Aug. 26	Sept. 13
Empress of Japan	Sept. 14	Oct. 5
Empress of Asia	Sept. 23	Oct. 11
Monteagle	Oct. 21	Nov. 8
Empress of Russia	Oct. 26	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 15	Jan. 3

Passage from Hongkong to United Kingdom.
 Through Bills of Lading issued to all ports in the United Kingdom.
 Through Bills of Lading issued to all ports in the United Kingdom.
 Through Bills of Lading issued to all ports in the United Kingdom.

For further information please apply to
HONGKONG OFFICE.
 Telephone 722 (able address 2417 & 2478)

CANADIAN PACIFIC
 OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS —
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
 Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT
 THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.
 SAILINGS FROM HONGKONG AT NOON.

ALSO
 The following U. S. Shipping Board vessels
 S.S. "WEST CADDOA" Saturday May 29th, for San Francisco & rect.
 S.S. "WEST CONOS" Beginning of June, for Baltimore, via Suez and usual
 Ports of call.

HONGKONG-CALCUTTA SERVICE.
 S.S. "JACOB" Saturday May 29th, for Calcutta via Saigon, Singapore
 and Penang.
 Cargo accepted on through Bills of Lading to all Ports in the United
 States and Canada, also through Bills of Lading issued to Baltimore, Havana,
 Central and South American Ports.

For further information apply to—

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
 EAST AND LUXURIOUS MAIL STEAMERS.

Steamers	Tons	Leave Hongkong
SINERIA MARU	20,110	15th June from Yokohama.
SHIRAZ MARU	22,000	17th June
PERIA MARU	2,000	18th July
KOREA MARU	24,000	18th July
TOYO MARU	12,000	18th Aug.

Calling at Keelung. * Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
 SAN FRANCISCO, SAN PEDRO, BALISE CRUZ,
 SILEBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDREAN ROUTE TO BUENOS AIRES

Steamers	Tons	Leave Hongkong
KIVO MARU	17,000	15th July
ANTO MARU	13,500	15th Sept.
SEITO MARU	14,000	9th Nov.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.
 and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc. apply to

Y. TSUTSUMI, Manager.

Telephone Nos. 2374 & 2375. KING'S BUILDINGS.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"
 15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO
 VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "CHINA"
 June 3rd. June 19th. July 22nd

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.

Princes Buildings. Ice House Street.

Telephone, Passenger Dept. 1904.

Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

OFFICES: San Francisco and Seattle, U.S.A., Shanghai,
 China, Manila, P.I., Saigon, Kobe, Japan and Hongkong.

Operating the following Far Eastern service for account of the United States Shipping Board.

U.S.A. PACIFIC COAST, JAPAN, CHINA AND PHILIPPINES.

For San Francisco.

"WEST HILMROD" 1st June.

For Seattle & Vancouver.

"WEST JENA" 9th June.

ALSO

Cosmopolitan Shipping Co. Green Star Line.

New York.

Operating 8th June via Panama service, to the Far East.

Arrivals and sailings to be announced later.

Through rates quoted and through B/L's issued to all overseas points in U. S. and Canada.

Tel. 3008.

HONGKONG OFFICE: 1ST FLOOR, POWELL'S BUILDING.

For Boston & or New York.

PRINCE LINE FAR EAST SERVICE.

FOR NEW YORK.

"SLAVIC PRINCE" VIA PANAMA CANAL 2nd half June.

Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at
 Owners option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

Agents.

PACIFIC SHIPPING.

DOLLAR LINE.

SAILINGS FROM HONGKONG FOR
VANCOUVER.

NEW YORK VIA PANAMA.

STEAMERS.

SAILING DATE

"GRACE DOLLAR" ... AUG. 3RD.

"MELVILLE DOLLAR" ... SEPT. 17TH.

"HAROLD DOLLAR" ... OCT. 9TH.

Through Bills of Lading issued to all parts of United States or Canada

"Movements subject to change without notice."

For particulars, for freight apply to—

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

792.

SAN FRANCISCO.

U.S.S.B.

STEAMERS.

SAILING DATE

"WEST HEPBURN" ... JUNE 5TH.

"WEST HARTS" ... JULY 1ST.

"HICHO" ... JULY 10TH.

"WEST IRA" ... JULY 15th.

THE ROBERT DOLLAR CO.,

Tel. 795 & 792

Gen. P. O. Bldg.

3rd Floor.

HONGKONG
 SINGAPORE

SAIGON
 SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "LAKE ONAWA"

Sailing on 30th May.

Operated on behalf of U. S. S. B. Emergency Fleet
 Corporation. Through B/L issued to any port or
 common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792

RAY E. GUNN

Gen. P. O. Bldg.

795. Manager.

SAILING DATES.

EUROPE, U.S.A. ETC.

Sado M.	N. Y. K.	May 23
Kamakura M.	N. Y. K.	May 29
Lake Onawa R. D. Co.	May 30	
Alaka M.	O. S. K.	May 30
Takada M.	P. & O.	May 30
Bolton Castle D. & Co.	May 31	
West Conob.	P. M. Co.	B. June
Unnan	O. S. K.	June 1
Nanking	C. M. Co.	June 2
Africa	D. & Co.	June 3
Kiddapora	P. & O.	June 3
E. of Asia	C. P. O. S.	June 3
West Hepburn R. D. Co.	June 5	
Delta	P. & O.	June 5
West Jena	S. & D.	June 9
Telemachus	R. L.	June 10
Kitano M.	N. Y. K.	June 11
Borneo M.	D. & Co.	June 11
Korea M.	T. K. K.	June 14
Mitsuki M.	O. S. K.	June 14
Tsushima M.	N. Y. K.	M. June
Tanaka M.	O. S. K.	M. June
Crosskeys	A. L.	June 15
Fushimi M.	N. Y. K.	June 15
Montague	A. L.	June 15
Chicago M.	O. S. K.	June 15
Van Waerwyck J. C. J. L.	June 15	
Haura M.	O. S. K.	June 16
Shinyo M.	T. K. K.	June 17
West Hixton	L. A. Co.	June 17
Siberia M.	T. K. K.	June 18
Nile	C. M. Co.	June 19
Persia	D. & Co.	June 20
Maquan	P. W. Co.	June 20
Iconium	A. L.	June 22
Waban	A. L.	June 23
Tango M.	N. Y. K.	June 23
Inaba M.	N. Y. K.	June 25
Toyooka M.	N. Y. K.	June 26
Africa M.	O. S. K.	June 28
Wytherville	A. L.	June 29
Tajima M.	N. Y. K.	June 30
Kawachi M.	N. Y. K.	B. July
Katori M.	N. Y. K.	July 2
Seattle M.	O. S. K.	July 4
Deucalion	B. L.	July 5
Persia M.	T. K. K.	July 8
Abarcos	A. L.	July 10
Higo	R. D. Co.	July 10
West Ira	R. D. Co.	July 10
Himalaya M.	O. S. K.	M. July
West Montoli	L. A. Co.	July 17
Nikko M.	N. Y. K.	July 21

JAPAN, COAST PORTS, ETC.

Haibong	D. L. Co.	May 23
Loongsang	J. M. Co.	May 23
Liangsang	B. & S.	May 23
Kanchow	B. & S.	May 29
Chenan	B. & S.	May 29
Madras M.	O. S. K.	May 29
Kaifong	B. & S.	May 29
Jacox	P. M. Co.	May 29
Cheonghing J. M. Co.	May 30	
Liangsang	B. & S.	May 30
Hopsang	J. M. Co.	May 30
Hiching	D. L. Co.	June 1
Suiyang	B. & S.	June 1
Taksang	J. M. Co.	June 1
Haagsang	J. M. Co.	June 1
Namsang	J. M. Co.	June 2
Tikini	J. C. J. L.	June 2
Indus M.	O. S. K.	June 2
Kamo M.	N. Y. K.	June 2
Awa M.	N. Y. K.	June 2
Hinsang	J. M. Co.	June 3
Laisang	J. M. Co.	June 3
Sosho M.	O. S. K.	June 3
Spinning	B. & S.	June 3
Esang	J. M. Co.	June 3
Hailong	D. L. Co.	June 4
Huichow	B. & S.	June 4
Teau	B. & S.	June 5
Tjilebop	J. C. J. L.	June 5
Bombay M.	N. Y. K.	June 10
Tyobdas	J. C. J. L.	June 13
Shisen M.	O. S. K.	June 14
Ganges M.	O. S. K.	June 15



TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CROSSKEYS" About June 15. "ICONIUM" About June 22.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"MONTAGUE" June 15th.
 "WYTHEVILLE" June 19th.
 "ABERCOSS" July 19th.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE
 Telephone 2417 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
 Via PANAMA.

S.S. "WYTHEVILLE"

SAILS ABOUT JUNE 29TH.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,
THE ADMIRAL LINE

Telephones AGENTS. 5th floor
 2477 & 2478 Hotel Mansions.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIXTON	June 15	S.S. WEST HIXTON	June 17
S.S. WEST MONTOP	July 10	S.S. WEST MONTOP	July 12
S.S. WEST HIXA	Aug. 10	S.S. WEST HIXA	Aug. 12

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Sallake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, Shanghai,

Manila, Singapore, etc.

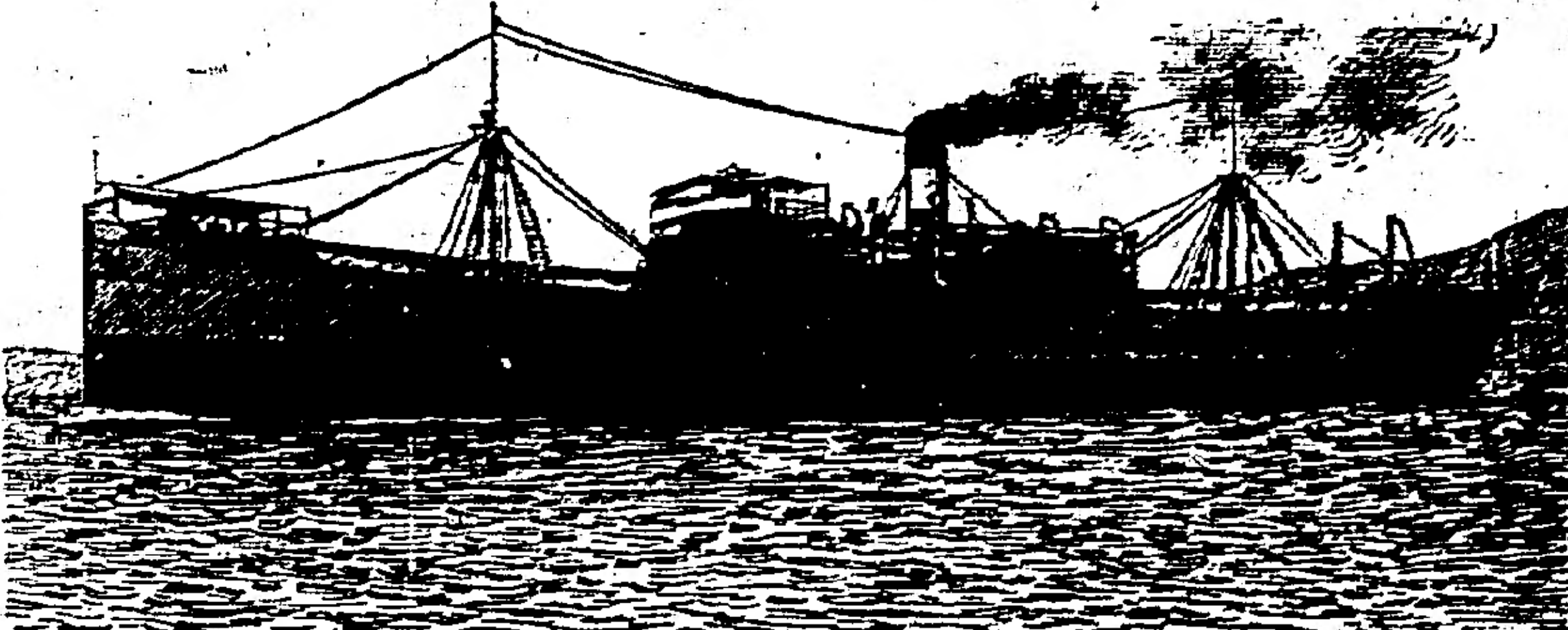
HONGKONG OFFICE:

Princes Building, Chater Road,

Telephone No. 1062.

CHAS. E. RICHARDSON,

General Agent for South China.



S.S. "AMBATIELOS" (ex "WAR TROOPER") 6,240 tons D.W.; 5,195 ton gross

Built and engined by The Hongkong & Whampoa Dock Co., Ltd.,
 to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.S.C. M.I.N.A. KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND
& QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.

Sailings **PENINSULAR & ORIENTAL SAILINGS (South)**

S.S.	Tons	From Hong-kong (about)	Destination
DELTA	8,000	5th June.	M'as, L'yon & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	30 May, 1 p.m.	Calcutta via Singapore Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KIDDERFORD	5,200	2nd June.	Sydney via Sandakan, Thursday Island and Brisbane.
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SAILINGS TO SHANGHAI & JAPAN.

KARMALA	9,000	2nd June.	Shanghai & Japan.
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WIRELESS ON ALL STEAMERS.

Passes Moving not more than 10% of the total at the
Company's Office as to date previous to receipt.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Vieux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU Tuesday, 15th June, at 11 a.m.
TAJIMA M. (Calling Manila & Keelung) Wed., 30th June, at 11 a.m.
KATORI M. (Calling Manila & Keelung) Fri., 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

Port Said & Marseilles.
SADO MARU Friday, 25th May, at noon.
KITANO MARU Friday, 11th June, at noon.
INABA MARU Friday, 25th June, at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo

Suez and Port Said.
TOYOOKA MARU Saturday, 29th June.

LIVERPOOL & MARSEILLES via S'pore, C'bo, Suez & Port Said.**KAMAKURA MARU** Saturday, 29th May.**SYDNEY & MELBOURNE** via Manila, Zamboanga, Thursday

Island, Townsville & Brisbane.
TANGO MARU Wednesday, 2nd June, at 11 a.m.
NIKKO MARU Wednesday, 2nd July, at 11 a.m.

NEW YORK & HAVANA via Shanghai, Kobe, Yokohama

Muroran, San Francisco, Panama & Colon.
LIMA MARU Friday, 25th May.

SOUTH AMERICAN PORTS via Cape.**KAWACHI MARU** Beginning of July.**BOMBAY & CO. OMBO** via Singapore.**BOMBAY MARU** Thursday, 10th June.**CALCUTTA & RANGOON** via Singapore & Penang.**JAPAN PORTS**—Nagasaki, Kobe & Yokohama.**SHANGHAI, KOBE & YOKOHAMA.**

KAMO MARU Wednesday, 2nd June, at 11 a.m.
AWA MARU Wednesday, 2nd June.

For further information apply to—**NIPPON YUSEN KAISHA.**

Telephone Nos. 22 & 23. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	To
Tilkiel	Moji	30th May	2nd June	Java.
Tilleboet	Miki	30th May	5th June	Java.
Tijbodas	Java	8th June	13th June	Shanghai.

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

Through Bills of Lading issued to U.S.A. and Canadian
Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly
direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.
Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and
Cape Town via Singapore.

"PANAMA MARU" Saturday, 29th May.
Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.
Wednesday, 2nd June.

"GANGES MARU" Middle of June.
Wednesday, 2nd June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to
New Zealand and Pacific Islands.

"MITSUKI MARU" Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fort-
nightly service touching at intermediate ports in Japan
and taking cargo to overland points U.S. in connection
with Chicago Milwaukee & St. Paul Railway.

"CHICAGO MARU" (Call Manila) Saturday, 5th June.
Thursday, 28th June.

NEW YORK—Regular monthly service via Japan ports, San
Francisco, Panama and Cuban Ports.

"ALASKA MARU" Sunday, 30th May.
Sunday, 4th July.

JAPAN PORTS—Moj, Kobe, Yokohama & Yokohama.
Saturday, 29th May.

KEELUNG via SWATOW & AMOY—These steamers have
excellent accommodation for 1st and 2nd class saloon
passengers and will arrive at and depart from the O. S. K.
wharf, near the Harbour Office.

"KAMO MARU" Sunday, 30th May.
Thursday, 3rd June.

TAKADA via SWATOW & AMOY. Thursday, 3rd June.
Monday, 14th June.

"SHISEI MARU" (Takada direct) Monday, 14th June.
For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.

Tel. No. 744 and 745. No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrived Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	17th June.	22nd June.

This steamer is fitted with Refrigerating machinery, ensuring
a plentiful supply of ice, fresh provisions etc., and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For
LONDON & HAMBURG "KATHLANBA" Second half July.
For particulars of sailings shippers are requested to approach
the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

For to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

NEW YORK

"BOLTON CASTLE"

Sailing on or about 31st May.

LLOYD TRIESTINO**BRINDISI, VENICE & TRIESTE**

via SINGAPORE, PENANG & COLOMBO.

S.S. "AFRICA"

Sailing on or about 2nd June.

FOR SHANGHAI & YOKOHAMA.

"PERSIA"

Sailing on or about 20th June.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONGKONG & JAVA.

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

FOR JAVA.

S.S. "BORNEO MARU"

Sailing on 15th June.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific
also to Australia, Europe, etc.**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading to South African
ports, with transshipment at Calcutta, in conjunction with
the Indo-China S.N. Co., Ltd., and Japan Lines.

For Freight or Passage on any of the above Lines apply to—

D. B. W. L. & Co., Ltd., Agents.

COASTAL SHIPPING

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTININ via W'wei & C'foo	Cheongshing	Sun., 30th May at d'light.
SHANGHAI	Hangshing	Tues., 1st June at d'light.
HAIPHONG via Hoihow	Tamsang	Tues., 1st June at 8 a.m.
KOBE	Namsang	Wed., 2nd June at 8 a.m.
SHANGHAI	Esang	Thur., 3rd June at d'light.
SANDAKAN	Hinsang	Thur., 3rd June at noon.
STRAITS & Calcutta	Laisang	Thur., 3rd June at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to
Calcutta, Penang and Singapore; Returning from Calcutta
steamers proceed via Straits and Hongkong to Japan,
occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans and carry a fully qualified Surgeon.
SHANGHAI LINE—Sailings approximately every five days between
Canton and Shanghai, sometime calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by
vessels with good passengers accommodation, sailings from
both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers
and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and
Sandakan by a steamer having up-to-date accommodation
for passengers.

Cargo taken on through Bills of Lading for Kulat, Jesselton,
Labuan, Tawao and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov.
between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or
about 3rd June, for SINGAPORE, PENANG via
AMOY.

Through Bills of Lading issued to RANGOON,
PORT SWETTENHAM, MADRAS & CALCUTTA.

For Freight or Passage apply to

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HOIHOW & BANGKOK	Kanchow	29th May at 10 a.m.
SHANGHAI & TSINGTAO	Chenan	29th May at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailong	30th May at 9 a.m.
SWATOW & SINGAPORE	Liangchow	30th May at 11 a.m.
SHANGHAI	Kwagie	30th May at noon.
SWATOW & BANGKOK	Chusan	1st June at 11 a.m.
AMOY, SHAI & PUKOW	Suyang	1st June at 3 p.m.
SHANGHAI	Sunning	3rd June at noon.
SHANGHAI & TSINGTAO	Tean	5th June at 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	Huichow	6th June at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation amidships. Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao
(weekly), taking Cargo on through Bills of Lading to all Yangtze,
and Northern China Ports. Passengers are landed in Shanghai,
avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'pore.
For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 35. Hongkong May 28, 1920. Agents.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers, Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halibong	W. C. Passmore	FRI., 28th May at 2 p.m.
Halibong	A. H. Stewart	TUES., 1st June at 2 p.m.
Halibong	J. S. Thomson	FRI., 4th June at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean & S. Co., Ltd. & P. & O. Line, N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Harcourt & Bucknall, N. Co., Ltd.)

Sailings from Hongkong

"DEUCALION" via S'pore 5th July.

Business proceed via Suez Canal or Panama Canal as Owners' option.

Subject to change without notice.

For Freight and Passage apply to

BUTTERFIELD & SWIRE OF THE BANK LINE, LTD. HONGKONG**HONGKONG & CANTON RESS & CO. CANTON**

MOVEMENTS OF STEAMERS.

The N. Y. K. s.s. AWA M.
(Liverpool Line) left Glasgow
for this port via Suez on the 23rd
April, and is expected here on
the 4th June.

The N. Y. K. s.s. PENANG M.
(Liverpool Line) left Glasgow
for this port via Suez on the 28th
April, and is expected here on
the 9th June.

The N. Y. K. s.s. KAMO M.
(European Line) left London for
this port via Suez on the 24th
April, and is expected here on
the 2nd June.

The N. Y. K. s.s. PORTLAND
MARU (Bombay Line) left
Bombay for this port direct on
the 9th May and is expected here
on the 29th May.

The N. Y. K. s.s. IYO MARU
(European Line) left London for
this port via Suez on the 8th May
and is expected here on the 17th
June.

The N. Y. K. s.s. DURBAN M.
(Hamburg Line) left London for
this port via Suez on the 8th May
and is expected here on the 13th
June.

The N. Y. K. s.s. SHINZUI M.
(Bombay Line) left Bombay for
this port direct on the 14th May
and is expected here on the 4th
June.

The N. Y. K. s.s. TOYAMA M.
(Hamburg Line) left Antwerp
for this port via Suez on the 16th
May, and is expected here on the
27th June.

The N. Y. K. s.s. MEICHI M.
(Bombay Line) left Bombay for
this port direct on the 18th May,
and is expected here on the 6th
June.

The s.s. MATTAWA arrived at
Karachi from Liverpool on 19th
May, leaves there about 27th May,
and is due at Colombo on about
31st May.

The N. Y. K. s.s. HEIMEI M.
(Bombay Line) left Bombay for
this port direct on the 21st May,
and is expected here on the 6th
June.

The P. & O. s.s. TAKADA left
Moj for this port on the 25th inst.
at a.m., and is due here on the
29th instant at about noon.

The s.s. BOLTON CASTLE
left Singapore for Hongkong 25th
May.

The China Mail S.S. Co. is in
receipt of a telegram from its
Shanghai Office advising that the
s.s. NANKING sailed from that
port this morning, May 25th, and
she may be expected to arrive in
Hongkong on Friday morning
May 28th.

The s.s. SHANTO M. arrived at
Yokohama on May 24th, and
sailed May 27th for Hongkong via
Manila, being due here June 6th.

The N. Y. K. s.s. SADO M.
(European Line) left Shanghai
for this port on the 24th May,
and is expected here on the 27th
May.

The Ben Line s.s. BENVOL
LISH from Antwerp, Middlebro
and London, left Singapore for
this port on 26th instant, and may
be expected to arrive here on 1st
June.

The China Mail S.S. Co. is in
receipt of a telegram from its
Shanghai Office advising that the
s.s. NILE sailed from that port
May 26th, and she may be expect-
ed to arrive Hongkong on Satur-
day, May 29th, at daylight.

The R. M. S. EMPRESS OF
ASIA arrived at Manila on
26th May, at daylight, left there
26th May, at midnight and is due
at Hongkong on 28th May, at
noon.

The R. M. S. MONTEAGLE
arrived at Shanghai on 26th May,
left there 27th May, and is due at
Hongkong on 30th May.

The N. Y. K. s.s. ATSUTA M.
(European Line) left London for
this port via Suez on the 22nd
May and is expected here on
the 30th June.

The N. Y. K. s.s. FUSHIMI
MARU (American Line) left
Kobe for this port via

TO-DAY'S PICTURES.

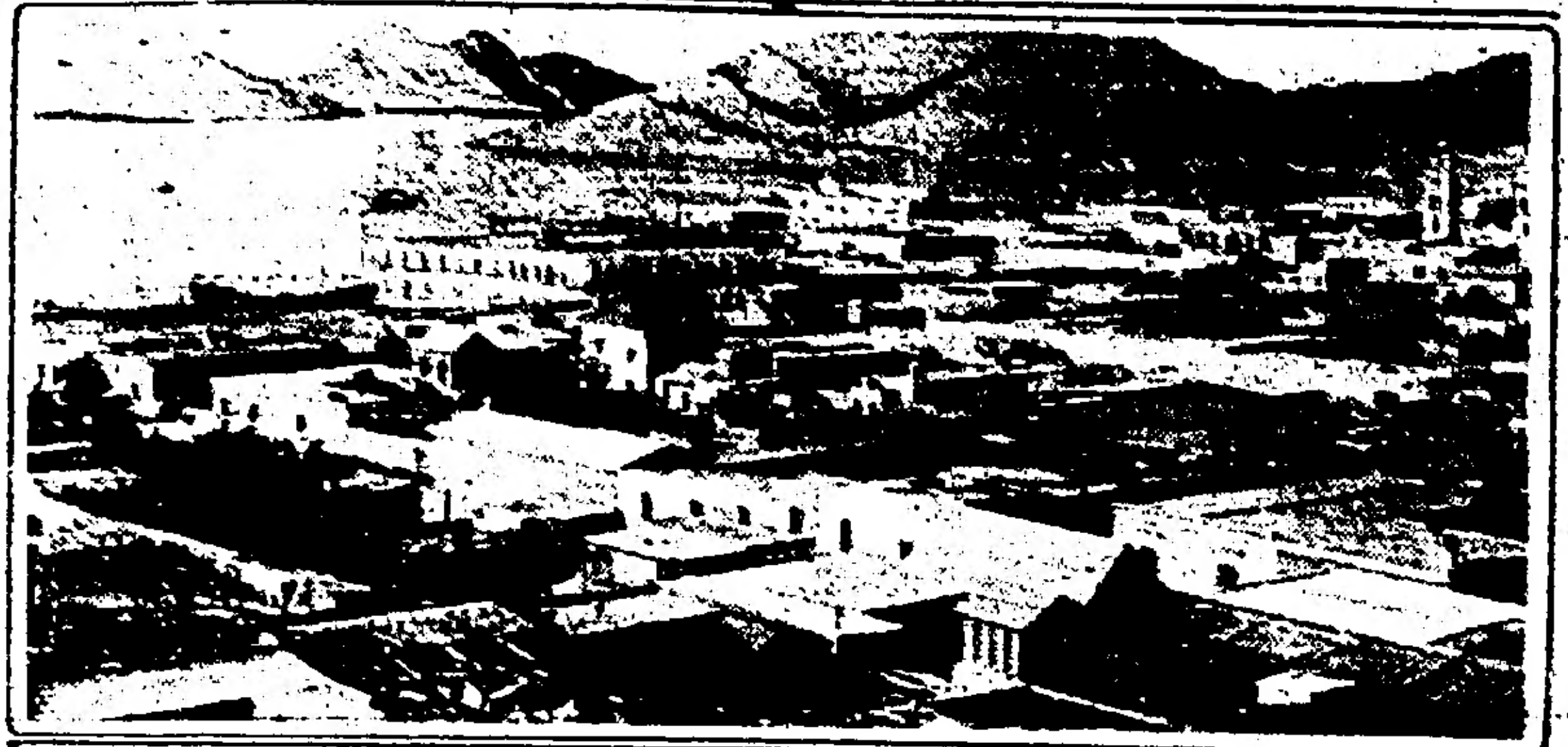


PETROGRAD SCENES.

These photographs direct from Russia are the first received in many months from Petrograd, the "City of Death."



Above—Petrograd Redcelebrate the recognition of the Soviet government by Siberia. Below—Crowd reading Soviet bulletins and proclamations.



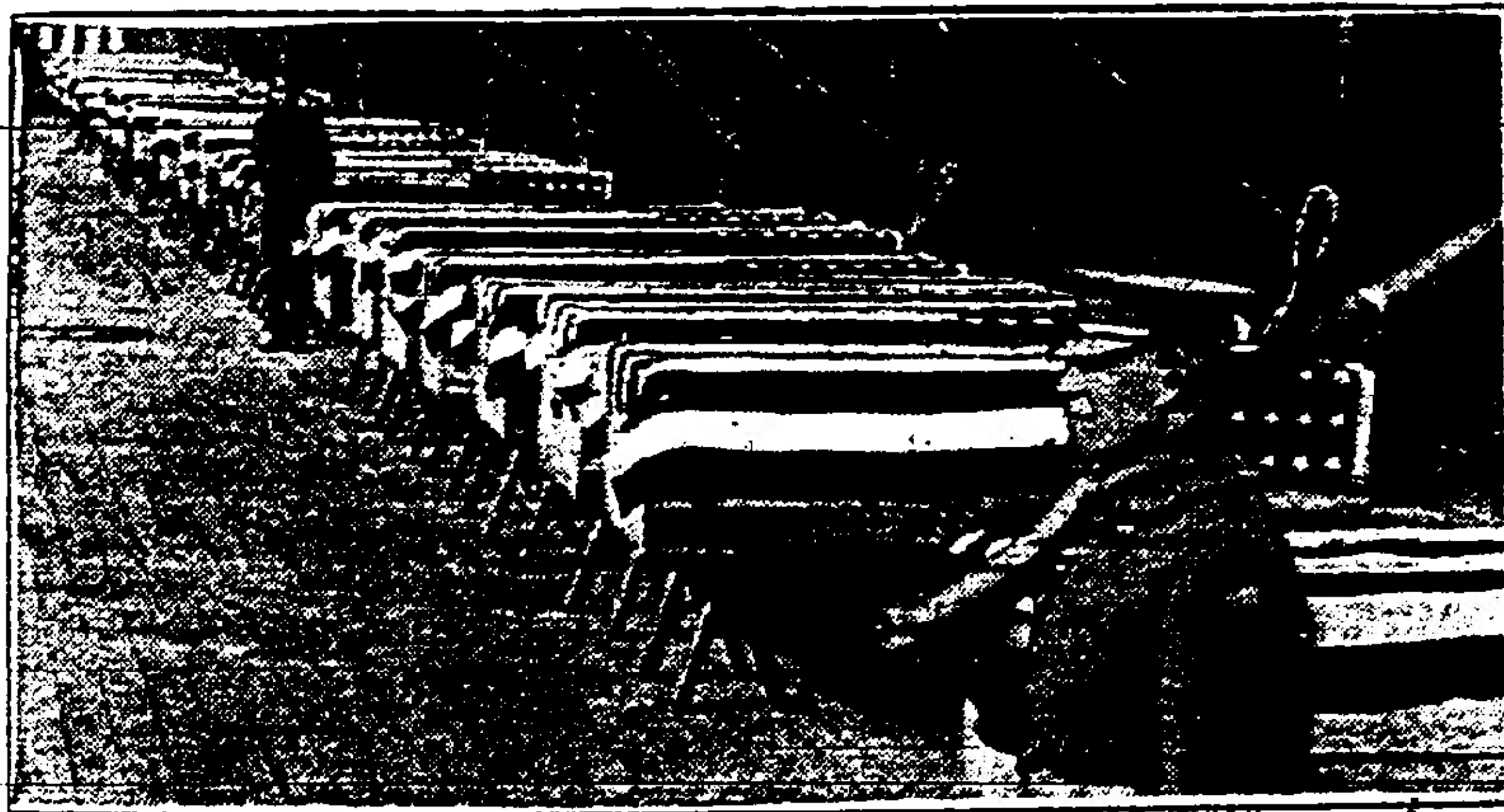
IN MEXICO.

Above is a view of Guaymas, whilst below is a street scene in Nogales, Sonora State. Both places are involved in the Revolution.



GERMAN MINISTER.

Herr Schmidt, who is shown above at his desk, is Minister of Economic Affairs in the new German Cabinet.



A SILENT HOMECOMING.

The first soldier dead to be brought from Europe to America by the War Department lying in state on Pier 4, Hoboken. There were 87 bodies in the first shipment. They will be sent to their nearest relatives.



SIR HAMAR GREENWOOD.

The new Chief Secretary for Ireland.

DOINGS OF THE DUFFS

It Was Different When Daddy Was a Boy.

BY ALLMAN

